

Fish.			
Barbel	鰱魚	lb.	48 16 24
Bream	鰱魚	"	36 20 16
Canton Fresh Water Fish	省城淡水魚	"	38 — —
Carp	鯉魚	"	38 — —
Catfish	鰱魚	"	40 13 18
Codfish	鱈魚	"	38 16 27
Crabs	蟹	"	36 12 9
Cuttle Fish	墨魚	"	38 16 27
Dab	魚	"	34 23 26
Dace	黃尾肚	"	36 18 27
Dog Fish	黃鰱	"	50 23 16
Eels, Conger	黃鰱	"	22 20 —
" Fresh Water	海淡水魚	"	24 10 8
" Yellow	黃鰱	"	28 16 —
Frogs	海淡水魚	"	34 10 18
Garoupa	石斑魚	"	36 26 30
Geodoun	石斑魚	"	68 32 25
Herrings	白甲魚	"	38 40 30
Hallbut	鱈魚	"	28 22 18
Labrus	鱈魚	"	32 18 23
Loach	黃鰱	"	36 18 15
Lobsters	花蟹	"	36 32 18
Mackerel	鯉魚	"	35 22 24
Monk Fish	鯉魚	"	62 32 21
Mullet	鯉魚	"	40 20 28
Oysters	鮮魷魚	"	46 15 2
Parrot Fish	鮮魷魚	"	40 12 2
Perch	鮮魷魚	"	35 16 22
Pike	鮮魷魚	"	32 14 9
Plaice	鮮魷魚	"	38 20 15
Pomfret, White	鮮魷魚	"	36 16 9
Pomfret, Black	鮮魷魚	"	42 26 29
Prawns	鮮魷魚	"	50 36 30
Ray	鮮魷魚	"	42 36 45
Rock Fish	鮮魷魚	"	76 10 14
Roach	鮮魷魚	"	24 10 14
Salmon	鮮魷魚	"	35 13 18
Shark	鮮魷魚	"	26 22 10
Shrimps	鮮魷魚	"	48 36 30
Sole	鮮魷魚	"	24 8 10
Tench	鮮魷魚	"	20 10 10
Turbot	鮮魷魚	"	56 32 30
" small, fr. water	鮮魷魚	"	62 36 35
" small, fr. water	鮮魷魚	"	44 23 23
" small, fr. water	鮮魷魚	"	32 22 18
" small, fr. water	鮮魷魚	"	35 18 12
" small, fr. water	鮮魷魚	"	84 40 —
Artichokes	莖菜	each	10 — 7
Beans, Sprout	豆苗	lb.	12 — 12
" Long	豆苗	"	10 3 —
Beet Root	紅菜頭	"	12 — 7
Bitter Squash	苦瓜	"	6 24 —
Brinjals, Green	青瓜	"	7 5 8
" Red	紅瓜	"	5 5 8
Cabbage, Chinese	芥蘭	"	12 — —
" (Shanghai)	芥蘭	"	15 12 —
Cane Shoots, bunch	筍	"	12 — —
Cauliflower (Large)	大花椰菜	each	— — —
" (Medium)	中花椰菜	"	— — —
" (Small)	細花椰菜	"	— 6 6
Carrots	金抽	lb.	8 6 6
Celery, Chinese	與菜	"	— 10 6
Chillies, Dried	紅辣椒	"	25 25 5
" Red	紅辣椒	"	28 10 16
" Green	綠辣椒	"	10 8 12
Curry Stuff, English	菜	"	10 8 —
Cucumbers	瓜	lb.	8 2 —
Garlic	蒜頭	"	12 6 6
Ginger, Young	薑	"	20 7 —
" Old	老薑	"	15 10 —
Horseradish, Shanghai	菜	"	20 8 —
Indian Corn	粟米	"	8 45 —
Lettuce	生菜	"	8 1 —
Water Chestnuts	馬蹄	"	12 — 8
" Mandarin	桂花馬蹄	"	12 — 8
Mushrooms, Fresh	鮮蘑菇	"	60 — 10
Okroes	鮮草	"	12 1 10
Onions, Bombay	洋蔥	"	— 8 —
" Green	蔥	"	8 4 —
" Shanghai	上海蔥	"	6 6 —
Parley	芹	"	20 60 —
Potato, Sweet	番薯	"	5 3 —
" Japanese	日本薯仔	"	5 8 —
" American	金山薯仔	"	6 3 —
Pumpkin	紅瓜	"	6 4 —
Radiat	紅菜頭	"	10 — 10
Rhubarb (Fresh)	大芥蘭	"	12 — 10
Shallots	蒜頭	"	6 8 —
Spinach	芥蘭	"	6 8 —
Tomatoes	茄	"	8 4 —
Taro	芋頭	"	6 7 —
Turnips, Punt (Long)	蓮藕	"	8 6 —
Vegetable Marrow	西芹	"	5 4 —
Water Cress	西洋菜	"	

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Journal of Management Education 30(6)p.789-804

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S. S.	Tons	From Hong Kong	Destination
TEHYEER	9,114	3rd Aug.	M'selles, Casablanca, L'don & Hull.
KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,250	17th Aug.	Bombay, Marseilles & London.
KASHMIR	8,585	31st Aug.	Marseilles, London & Hull.
MOREA	10,553	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,546	28th Sept.	Bombay, Marseilles & London.

*Cargo only. †Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
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BRITISH INDIA-APCAR SAILINGS.

*TILAWA	10,005	25th July	Singapore, Penang & Calcutta.
SURDHANA	7,745	29th July	Singapore, Penang & Calcutta.
TALAMBA	3,013	3rd Aug.	Singapore, Penang & Calcutta.
TAKIWA	7,936	12th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,953	1st Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apar Line steamers have excellent accommodation for 1st
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*ARAFURA	6,000	2nd Aug.	Manila, Sandakan, Thursday Island,
TANDA	6,950	30th Aug.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Oct.	Townsville, Brisbane, Sydney &
ARAFURA	6,000	1st Nov.	Melbourne.
TANDA	6,950	26th Nov.	Melbourne.

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,585	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	2nd Aug.	Shanghai, Moji, Kobe, Yham & Osaka.
*SHEAFMOUNT	9,956	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,950	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
*NOWSHERA	8,585	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
DALGOMA	5,953	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,553	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KARMAIA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*KAGBORA	5,283	1st Sept.	Shanghai, Moji, Kobe & Yokohama.
*MIRAPORA	6,715	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Shanghai, Moji, Kobe & Yokohama.
ALIPORA	5,273	11th Sept.	Shanghai, Moji & Kobe.
MANTUA	10,546	13th Sept.	Shanghai.
*KIDDERPORE	5,334	25th Sept.	Shanghai, Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at
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NORTH-EAST COAST

EFFECT OF THE NEW
GOVERNMENT

WILL ORDERS BE RESUMED?

Shipbuilders are speculating as to whether their particular industry will assume greater activity, now that the General Election is over, or whether the scarcity of new orders which has been so apparent for several weeks will continue. The consensus of opinion is that no big improvement can be looked for. A few more contracts may be forthcoming, but they will not be in sufficient quantity to make up for the work which is now being turned out.

If this view proves correct there is no doubt that when the winter months arrive several firms will be greatly in need of work in order to keep their establishments going.

New contracts have fallen off considerably compared with the opening months of the year, and it is not surprising that many shipbuilders are now becoming anxious in regard to the prospects for the next few months.

Some shipowners have confidence in the future as was illustrated by Mr. F. Carrick, of Messrs. F. Carrick and Co., Ltd., Newcastle, when speaking at the launch of the Languegras at Palmers' Hebburn shipyard. Mr. Carrick, referring to shipping and shipbuilding prospects, said they had seven years of bad trade behind them, but the trade of the world was expanding slowly but surely, and as a million tons of shipping was being lost or broken up each year he was certain that owners who built ships now would in due time receive their reward.

The only new order placed on the Tyne is an 8,500 tons oil tanker for Norwegian owners, and which will be the 15th oil tanker built by Sir W. G. Armstrong, Whitworth & Co., Ltd. The engines will be of the Armstrong-Sulzer type, and constructed at the Scottswood works of the builders. It is rumoured that another contract has been given out on the Tyne, but there is no confirmation at present.

Iron and Steel Shipments

The shipments of iron and steel reflect a healthy state of the industry. In April and May the total sent out came to close upon 200,000 tons, figures which have not been equalled for several years. Aggregate loadings during May were 96,242 tons, or only 670 tons below April, which was the heaviest of any month for the past three years. May pig-iron clearances reached 32,718 tons, the largest since March, 1926.

Manufactured iron shipped recently amounted to 4,075 tons, and steel to 58,549 tons. Of the pig-iron despatched in May, 11,661 tons went castwise, and 21,067 tons abroad; of the manufactured iron, 2,397 tons went castwise and 2,277 tons to foreign destinations; and of the steel cleared 14,740 tons went castwise and 44,109 tons overseas.

Repairs Well Employed

The shiprepairing industry is maintaining its satisfactory tone, and all things considered firms have little reason to be dissatisfied. Some of the firms on the river are receiving practically a continuous flow of work, but others are not quite so fortunate. A new contract, booked by Palmers Co., Jarrow and Hebburn, is the B.I. Star vessel "Vikingstar". The "British Corporation" has been undocked at Hebburn, and the "British Courage" put into dock, while at Jarrow the "Valencia" is still in dock.

The "Hektor" (ex "Hedra") of the White Star Line, which has been purchased by the N. B. & Co. of Norway, has arrived at Palmers' yard, Hebburn, to be converted into a floating oil tanker. The contract is a large and important one, and is expected to be completed towards the end of August. The vessel has a deadweight carrying capacity of 12,232 tons, and the work to be done includes the removal of several of the deck houses, the changing of the masts, the building of an additional superstructure fitting additional bunks, altering the stern to form a tunnel through which the whales will be hauled, stiffening the stern to resist ice pressure, and installing bulwarks and other fittings dealing with the carcasses of the whales and converting the blubber into oil.

The Mercantile Dry Dock Co., Ltd., Jarrow, have docked the "Shirvan", an oil tanker, for collision damage repairs, and other new contracts include the

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 10th August, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 25th July, 1929.

OLD TAYLOR
AGED BY TIME

"Flashlight," the "Donna Flora," the Greek vessel "Michalakis," and the "Metgor," which is being prepared for the Norwegian cruise. The "Copenhagen," which is reported sold, has been docked, and the "Cheniston" has been completed.

Wallend Shipway and Engineering Co., Ltd., have the "Port Caroline" in dock and the "Port Bowen" alongside. Clelands's Ltd., Willington Quay, are engaged on the "Blenda" and "Stepney" in dock, and the "Wansell" alongside. Messrs. Swan, Hunter and Wigham Richardson, Ltd., have two or three vessels undergoing repairs, in dock and alongside.

Smith's Dock Co., North Shields, are repairing the "B. Scania," "Brixton," "Hedra," and "Maitland" in dock, and have the "Bedeburn," "Pan," "Sorvanger" and other vessels repairing afloat.

At their Tees yard the "Carmarthenshire," "Southern Wave" and "Cardigan" are repairing in dock. Shields Engineering Co., North Shields, have 64 Light Vessel in dock, and 83 Light Vessel repairing alongside.

The "Queen of the May" is in dock at Baird Bros. yard, North Shields, and the "Bothal" and "John Jackson" are repairing alongside. Messrs. T. Mifflin & Co., Ltd., Gateshead, have the Jolly Hugh in dock. From Carrick, of Messrs. F. Carrick and Co., Ltd., Newcastle, have secured an important contract for repairing the Moor liner "Lankmeer." The repairs are extensive and consist of fire, standing and collision damage, which will keep many men employed for some weeks.

On the Wear, the "Hollywood" is at Austin's Dock, the "Juliet" and "June" at Duxford's Quay, the "Lys" at Austin's Quay, the "Newton Abbot" at No. 1 Graving Dock, and the "Essex Heath" at Greenwell's Quay.

Messrs. Wm. Gray and Co., Ltd., West Hartlepool, have been carrying out repairs afloat to the "Thirly," "Tharla," "New Westminster City," and have been repairing in dry dock the "Firby" and "City of Winchester."

N.Y.K. LINE

NEW MOTOR VESSEL COMING
IN NOVEMBER

The Nippon Yusen Kaisha's new 16,500 ton M.V. "Asama Maru" is due here in November, from Japan.

She was built and engined in Japan, and can accommodate 207 first-class passengers, 80 second-class, and 500 steerage.

The vessel will ply between Hong Kong and San Francisco.

A sister ship to her is the "Tatara Maru," which will arrive later in the year, and ply between the same ports.

THE GREAT LAKES

Shipping on the Great Lakes has lately assumed great proportions and finds active employment in the grain carrying trade throughout the navigation season. Many of the finest vessels in the trade have been built chiefly on the North-East Coast, where for two or three years past they have contributed substantially to the shipbuilding work in hand. It appears from a New York announcement that financiers there have now started a project for completing about seven steamships, to one concern with a capital of \$6,000,000. If the scheme matures, it is estimated to include 115 freight vessels of about 1,000,000 tons d.w. capacity. Naturally, in the special circumstances of the trade, it is one that lends itself to a combination and one central control.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of France," Capt. S. Robinson, C.B.E., R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at 6 a.m. on July 31 (Wednesday).

The C.P.S. R.M.S. "Empress of France," arrived at Manila on July 25 (Thursday) at 7 a.m., leaves Manila on July 26 (Friday) at 4 p.m., and is due at Hong Kong on July 28 (Sunday) at 9 a.m.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Java" are reminded to take delivery of their goods which will be subject to rent after July 27.

Consignees of cargo ex S.S. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after July 29.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations taken at the Kowloon tidal observatory under the direction of Dr. Dobereck during the years 1897, 1898 and 1899.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low water must not be considered to coincide with the times of slack-water, and change of current, the two phenomena being quite distinct.

July 19 to 25, 1929.

Date	High Water	Low Water
July	Time	Height
19	10 20	6.5
20	10 10	6.7
21	10 00	6.9
22	9 50	7.1
23	9 40	7.3
24	9 30	7.5
25	9 20	7.7
26	9 10	7.9
27	9 00	8.1
28	8 50	8.3
29	8 40	8.5
30	8 30	8.7
31	8 20	8.9

NEW SUNBEAM

WORLD FAMOUS YACHT'S
SUCCESSOR

FOR SIR W. RUNCIMAN

An interesting launch took place at Messrs. Denny shipyard today (says the Dumbarton correspondent of the "Journal of Commerce" of June 21), when the auxiliary three-masted schooner "Sunbeam," built for Sir Walter Runciman, was successfully floated. Designed by Messrs. G. L. Watson and Co., naval architects, Glasgow, the new yacht replaces Sir Walter's former vessel of the same name, which was long in the possession of the late Lord Brassey, and holds the record for mileage of any sailing yacht in the world, having during her career of fifty-five years covered 530,000 miles. She is now being broken up, but, to continue the tradition, her figurehead and steering wheel are being transferred to the new vessel.

The new yacht is larger than its predecessor, and is 190ft. long by 30ft. beam, with a clipper stem. She presents a very graceful appearance. The accommodation consists of ten large staterooms on the cabin deck, each fitted with a cot berth, a large dining saloon at the after end, and on the upper deck a large saloon, smoking room and business room. The cabins and public rooms are finished in mahogany and walnut. The auxiliary propelling engine is a two-stroke Atlas diesel motor developing 400 brake-horsepower.

Mr. Maurice E. Denny, proposing the toast of the ship and godmother, said that in Lady Brassey's book it was stated that on day the old "Sunbeam," under sail, logged over 300 miles. There were many passenger ships to-day under steam that did not do much better than that. As a mark of the launch he asked Mrs. Runciman to accept a diamond wrist-watch.

Mrs. Runciman, in acknowledging the toast and gift, said there was no more beautiful sight in the world than a ship under full sail in a blue sea and a good breeze. The joy of yachting was the joy of sailing, but she would feel grateful sometimes, she had no doubt, for the engines which were going to be put on board.

Tribute to Builders
Mr. Walter Runciman, M.P., replying for his father, said it would be very difficult for the new "Sunbeam" to beat the old record, but when the contract was placed with Messrs. Denny they knew they were taking the best steps to rival the old boat, and they were fortunate not only in the builders but the designers. Not only had Messrs. G. L. Watson and Co. designed many fine yachts, but scores and scores of lives must have been saved as the result of the skill shown in the design of lifeboats by Mr. Barnett and his predecessor, Mr. G. L. Watson.

Mr. J. R. Barnett, in acknowledging the toast, reminded that what Mrs. Runciman had said was surely sufficient incentive to Messrs. Denny and himself to endeavour to finish this Sunbeam in the best way they could, and try to make her a satisfactory vessel.

Referring to what Mr. Runciman had said about the lifeboats, he observed that they had a great variety of types of lifeboats in the institution, and within recent years the designs, owing to tunnels and other peculiarities, had become very difficult. He had therefore obtained the permission of the committee of the Institution to allow him to get Messrs. Denny to test several of these designs, and they had completed quite recently the testing in their tank of one of the latest designs for a twin-screw tunnel lifeboat. It was extremely gratifying to find that Messrs. Denny's test confirmed that they had been working on the right lines.

The Chairman, speaking of the lifeboat tests, said their carrying out was the most difficult his firm had undertaken. It was, therefore, with great pleasure they were able to forward to Mr. Barnett a favourable report.

NEW CONSTRUCTION

New sea construction is still forward, as last month (says "Railway and Marine News" (Seattle) of June) as shipowners prepare to meet modern conditions, something which

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Fortnightly sailings on Tuesdays	Fortnightly sailings on Tuesdays
Pres. Jefferson Tues. July 30, 3 a.m.	Pres. Grant Tues. Aug. 6 a.m.
Pres. Lincoln Tues. Aug. 13, 3 a.m.	Pres. Cleveland Tues. Aug. 20 a.m.
Pres. Madison Tues. Aug. 27, 3 a.m.	Pres. Pierce Tues. Sept. 3 a.m.
Pres. Jackson Tues. Sept. 10, 3 a.m.	Pres. Taft Tues. Sept. 17 a.m.

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Pres. Monroe Sun. July 28, 5 a.m. Pres. Garfield Sun. Sept. 8, 5 a.m.
Pres. Wilson Sun. Aug. 11, 8 a.m. Pres. Polk Sun. Sept. 22, 8 a.m.
Pres. V. Buren Sun. Aug. 25, 8 a.m. Pres. Adams Sun. Oct. 6, 6 p.m.

TO MANILA

Pres. Grant Sun. July 30, 6 p.m. Pres. Madison Aug. 17, 6 p.m.
Pres. Lincoln Aug. 3, 6 p.m. Pres. Pierce Aug. 27, 6 p.m.
Pres. Cleveland Aug. 13, 6 p.m. Pres. Jackson Aug. 31, 6 p.m.

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Hong Kong, April 1, 1924.

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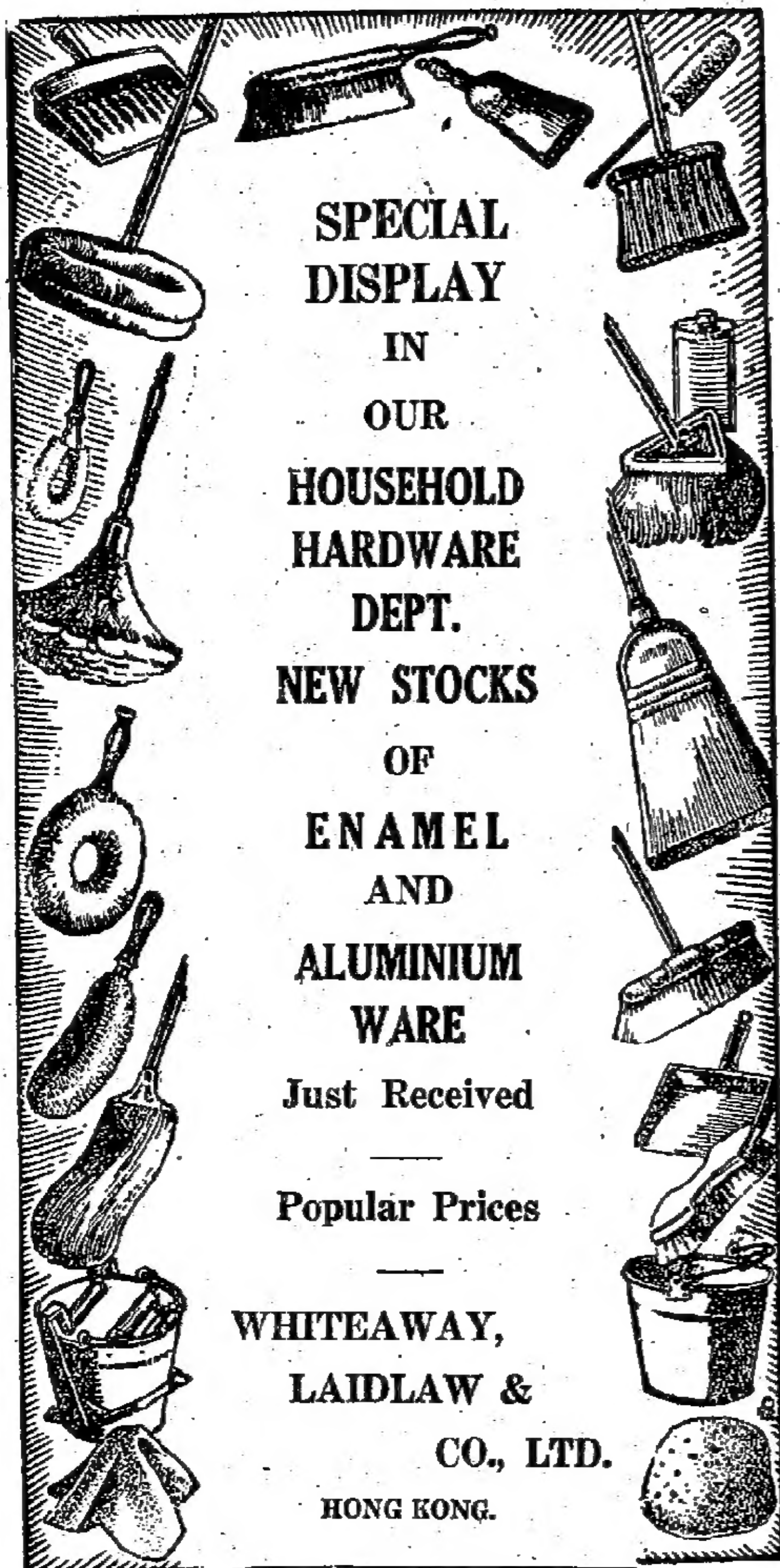
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BIRTH

MEYER.—On July 25, at the
French Hospital, to Dorothy,
wife of J. G. Meyer, a daughter.

Hong Kong, Thursday, July 25, 1929.

BRITAIN AND THE SOVIET

Simultaneously with the state-
ment that the Soviet have issued
instructions to their Ambassador
to France to proceed to London
to negotiate with the British
Government, with reference to a
resumption of diplomatic rela-
tions, has come a statement of
a different kind but one that is very
illuminating. We are told that
the new President of the Board
of Trade (Mr. Wm. Graham), in
reply to a question—no doubt by
one of the Opposition—had to
inform the House as to Russia's
indebtedness to British investors.
The sum amounts to the astound-
ing total of £41,000,000 plus
240,000,000 roubles. This had
been submitted to the Russian
Claims' Department and had been
ignored by the Soviet along with
similar claims by other nations.
The successors of the
Romanoffs made it plain from the
beginning that they had no inten-
tion to repay any loans incurred
by their detested predecessors,
either before or during the War
or in the name of the nation.
The Soviet are, of course, as
bitterly opposed to any sort of

"capitalist" or "Bourgeoisie" Gov-
ernment as they were to the
Romanoffs and are entirely de-
void of a sense of honour in deal-
ing with the "hated capitalist" no
matter where he may be. This is
as evident to-day, as ever it has
been and must be as plain to Mr.
Ramsay MacDonald and his col-
leagues as it is to anyone else, all
the more so as the Soviet hardly
take the trouble to disguise their
detestation of all institutions
that are not propping up the "poor
and helpless proletariat." What
seems most strange in the
actions of the Soviet is their utter
inability to grasp the fact that in
helping the so-called "helpless" at
the expense of other classes, they
are at least as "tyrannical" as
those whom they are so loudly
denouncing.

We are on the eve of negotia-
tions taking place in London be-
tween the new British Govern-
ment and a Soviet representative,
with reference to the wish ex-
pressed by Mr. MacDonald and
his colleagues as to the desir-
ability of diplomatic relations
being resumed between the Soviet
and Great Britain. This will
mean the re-establishment of a
Soviet Ambassador and staff in
London. Such an official and
staff were in office in the British
capital until about eighteen
months ago, when it was found
imperative that they should leave
the country owing to their
machinations, under the guise of
legitimate trading.

The new Government probably
believe that no such machinations
will again be attempted, but, in-
stead, a genuine endeavour will be
made by the Soviet to re-establish
commercial transactions mutually
beneficial to both countries.
There has been no change of
policy on the part of the Soviet.
They are as "Red" to-day as ever
they were. They are as firmly
opposed as ever to that capitalism
upon which the civilisation of all
progressive countries is firmly
based. Are they now to be trusted
any more than before? Em-
phatically they are not. Those
Governments of the United
States, which have been in office
since the Armistice, and the
people of the United States gener-
ally, are still of that opinion.
Judging by what is taking place

with regard to naval policy, the
present British Government are
eager to co-operate with the
United States. Why do they not
co-operate with the Americans in
detestation of the Soviet's
known policy? The Labour Gov-
ernment, when in office in 1924,
found to their cost that their
Socialistic similarities with the
Soviet did them considerable
harm. It is very probable that
upon this rock they will be finally
submerged—and perhaps the
crisis will come sooner than at
present seems likely to be the
case.

Mr. E. W. Hamilton, Acting First
Magistrate, who had been indispos-
ed, was able to resume duty to-day.

The owner of a soy factory which
is being built in Nathan Road was
fined \$15 yesterday by Mr. T. S.
Whyte-Smith at the Kowloon
Magistrate for using lime mortar
instead of cement on the building.

The Rev. J. J. Hodgins,
M.A., Chaplain to H. M. Forces
in Kowloon, is leaving the
Colony on Tuesday for a five weeks
tour in Java. His trip will include
Manila, Macassar, and Sourabaya;
finally leaving Batavia for Hong
Kong early in September.

Captain A. N. Dowding, R.N.,
left Home on June 27 by the P. and
O. "Kashmir" for Hong Kong to
take over command of one of the
five new cruisers on the China
Station, H.M.S. "Cornwall." He
was promoted to his present rank on
June 30, 1926. Coming out by the
same ship which is due in the Colony
shortly, is Captain E. C. Hoar, Royal
Marines, who is to join H.M.S.
"Bervick," another of the cruisers.

Mr. P. Sands, M.A., (Cantab),
will be ordained to Deacon's orders
by the Rt. Rev. the Lord Bishop of
Coventry on Sunday, September 26,
in St. Paul's Church, Leamington
Spa. The Vicar of the Church is the
Rev. G. E. Arrowsmith, M.A.,
F.R.C.S., who will be remembered
for his work in St. Andrew's
Church, Kowloon, as the Assistant
Chaplain when the Rev. G. E.
Lindsay, M.A., was Vicar.

Charged with stowing away on
board the s.s. "Titareom" a Javane-
se was yesterday at the Kowloon
Magistrate fined \$50 or one month's
imprisonment. Accused, who was
said to have given himself up to the
Chief Officer, and to have behaved
very well, said that he was on his
way to Macassar, his native town.
His Worship told him he had passed
Macassar, and accused replied he
was unaware that he had passed his
port.

The Chinese who was charged
with obtaining \$10 by pretending
that he could effect the release of a
boy who had been kidnapped, was
discharged yesterday by Mr. T. S.
Whyte-Smith at the Kowloon Magis-
tracy. The allegation against the
defendant was that he had obtained
the money from the parents of the
kidnapped boy saying that he was
able to free the boy who had been
taken to Wu Shek Nam district.
The boy was, in fact, not in that dis-
trict. Mr. F. C. E. Rendall ap-
peared for the defence.

CORRESPONDENCE

FILMS CRITICISED

[To the Editor of the "China Mail"]

Sir,—I am glad to see from your
paper of last night of the out-
spoken remark made by Mr. Mancini,
one of the shareholders of the Hong
Kong Amusements, Ltd., at their gen-
eral meeting. I heartily agree with
him on the question of selecting films
for exhibition in Hong Kong. For the
past six months pictures that are
being shown in the "Queen's" Theatre
are most appalling and are totally un-
fit for a theatre like the "Queen's."
The management ought to know by
this time that there is quite a large
number of film producers in the world
and that by paying a little more they
could certainly secure a much better
class of pictures than what they are
showing now. Productions like "Para-
mounts" and others seemed to have
vanished. They were shown in Mr.
Ray's time and there was no complaint
raised.

I think it is high time now that
the management give more consideration
to the public and let them have their
money's worth, and not just because
they think they have the monopoly in
Hong Kong they could do as they wish-
ed.

Yours, etc.,

"Picture-Gore."

Hong Kong, July 25.

Sir,—Mr. Mancini has earned the
deep gratitude of local movie "fans"
for his fearless speech on "appalling
films" at yesterday's meeting of the
Hong Kong Amusements, Ltd.
The H.K.A. might have a perfectly
good defence, but the one of "Blame
the producers" which was advanced yester-
day, on the spur of the moment, is
decidedly lame.

Dealing with the excuse as advanced
yesterday, I wish to point out at least
two good reasons why it is no defence
at all, and really amounts to a sign of
weakness, apparent to all.

(1) No one producer can be said to
turn out consistently bad pictures. If

would be suicide if he did, as in this
epoch "live wire" exhibitors would not
stand for it, and the producer would
soon find no market for his trash.
Therefore, it is common sense that
however indifferent a producer might
be, he must make a certain number of
"screenable" films to remain in the
game.

This being so, why should the
H.K.A. be content to be the dumping
ground for "appalling films"? Why
does it not choose only the good pic-
tures from the producer supplying
them, and throw the others out?

(2) There is more than one film
producer and if the films of one Com-
pany are "appalling," why not im-
mediately cut that Company's script and
hitch on to a better one?

Surely, this is only due to the pa-
trons of the H.K.A.'s picture houses?
Like the "fans" anywhere else they
are entitled to the best films obtain-
able, especially when they pay the
prices charged here.

Good pictures undoubtedly mean
smaller profits for the exhibitors, but it
pays in the long run, because contented
"fans" go to the pictures often
for the sake of the entertainment,
whilst if they are not pleased with the
films offered they don't go so often, and
only visit a picture house when they
have nowhere else to go.

Then, too, there is this consideration
for the exhibitors. There is a limit to
human suffering, and when the "fans"
have suffered enough they will one day
refuse to go to the pictures at all, as
many are already doing. Must the
H.K.A. wait until this comes to pass
before they come to their senses?

Yours, etc.,

"A CASUAL FAN."

Hong Kong, July 25.

FAREWELL SOCIAL

MR. P. SANDS THE RECIPIENT OF TWO GIFTS

LAST NIGHT'S FUNCTION

A farewell social took place in the
Hall of the St. Andrew's Church,
Kowloon, last evening when Mr. P.
Sands, a member of the Church
Vestry and Vice-President of
the St. Andrew's Church
Young Men's Club, who is
proceeding Home for his ordi-
nation, was made the recipient
of two handsome gifts from the
congregation of the Church and
the Y.M.C. Club. The Rev. C. B.
Shann presided.

In making the presentation on
behalf of the congregation, Mr.
J. H. Hunt, Hon. Secretary of the
Church Vestry, said in part: "It
seems, in an ever-changing place
like Hong Kong, that we are always
fated to say good-bye to people we
have just begun to really know. But
of Mr. Sands, however, we can claim
to have known him for the full time
of his stay here."

Mr. Hunt said that when he first
met Mr. Sands he used to wonder
who was that young man with a
cherub like face—(laughter)—until
he came to know him, and appreciate
those qualities that would inevitably
lead him for the Church.

With the two years that Mr.
Sands had spent here as a school
teacher (of St. Stephen's College)
and three years as Secretary of the
Y.M.C.A., he would have
acquired that contact with ordinary
common humanity which would
help him in the work before him.
Mr. Sands had interested himself
in every branch of the Church's
activities, particularly in the most
important section of the Church—
the younger section. On behalf of
the congregation, he asked Mr.
Sands to accept a little token of
their regard for him.

The gifts, comprising a rose-
bowl and a Wahl fountain pen and
pencil set, were then presented by
Mrs. Shann, the wife of the Rev.
Mr. C. B. Shann, amidst warm ap-
plause.

Mr. Sands in response, said
that he appreciated the gifts.
Dealing with his work in connec-
tion with St. Andrew's, Mr. Sands
reminded those present that youth
was not present amongst all only
in its outward form. He had
found youthful minds amongst
the workers in their Church, as-
sociated with grey beards or actively
functioning under bald patches.
(Laughter). It had always been a
pleasure to be associated with their
work.

A musical programme was con-
tributed to by Miss W. A. Robinson,
and Messrs. V. C. Labrum, R.
Baldwin and G. W. E. Bishop and
the Rev. N. V. Halward.

MARINE COURT

FAILURE TO RENEW BOAT LICENCE

Before the Hon. Commr. G. F.
Hole, R.N. (ret'd) (Harbour Mas-
ter), at the Marine Court this
morning, Kwok Mui (27) was
charged with failing to renew her
cargo boat licence.

Pleading guilty to the charge, she
was fined \$12 or, in default, 12 days'
hard labour.

In the second case, Wong Tsui
(60) was charged with mooring her
sloop, 150 feet north of the
Government Slipway in the Yau-mai
Typhoon Shelter.

She pleaded "not guilty" and
said that she had a witness, Ah
Hung, who would come to Court to-
morrow and testify to the same.

The Magistrate accordingly ad-
journed the hearing till to-morrow,
meanwhile allowing her bail of \$15
to stand.

MACAO INDUSTRY

"FOREST OF ROPES AND SPARS"

THE FISHERIES

Macao, Yesterday.
Certain local gentlemen are be-
ginning to take a special interest
in the fisheries, and of late much
has been written regarding this
industry at Macao, and of ways
and means of improving condi-
tions and creating markets for
the products and by-products of
the most important industry here.
It is an industry which gives em-
ployment, directly and indirectly,
to almost 50,000 persons, or about
one-third of the population of the
Colony.

The number of junks available
for high-seas fishing is already
over 2,000, and the junk-building
yards seem to be busy building
more, so that the total number of
junks employed in fishing is al-
ways on the increase. When
stormy weather threatens the en-
tire fleet makes for port, and the
Inner Harbour is thronged with
junks, their masts and rigging
making a "veritable forest of
ropes and spars," and the steam-
ships that come in from Hong
Kong to anchor in the port pass
through lanes flanked by hundreds
of these picturesque boats on
either side. Among them, may be
seen an armed junk, with steel
plates forming a bulwark around
the boat, and peeping out at in-
tervals old muzzle-loading cannon.
These boats are taken by the
fishermen with the fleet to beat
off the attack of would-be pirate
craft, and have proved most effec-
tive with ammunition that con-
sists of rusty nails and broken
glass.

"Harvest of the Sea"

The industry itself embraces
many aspects and the principal
products are fresh fish, much of
which is consumed locally, and a
good deal is also packed in ice
for export to Hong Kong and
Canton. The major part of the
"harvest of the sea" is salted and
cured and exported as such to all
parts of the world. The value of
salt fish exported has been known
to exceed \$3,000,000 in some
years. In addition to salting
much fish is also preserved in
various forms, principally in cans,
which also covers other phases of
the industry, such as the produc-
tion of products from the molluscs
and shell fish.

In some years the oysters and
crustacea abound, while there
seems to be a dearth of such in
other years, yet these products ob-
tained in local waters always
command a ready market among
the Chinese everywhere. There
is certainly plenty of opportunity
in this business for enterprising
merchants. It may be said that
the total value of the "catch" in
a good year must exceed \$3,000,000
a year, and by scientific methods
may be made to increase.

OPIMUM DIVAN

DESERTED WIFE EARNS A LIVELIHOOD

A Chinese woman who had not been
supported by her husband for the
past years, and ran an opium divan
to make her living, was this morning
charged jointly with a man before Mr.
E. W. Hamilton at the Central Police
Court with possession of opium.

Revenue Officer A. W. Grimmitt
said that he raided No. 404 Queen's-road,
West, and caught the man in the act
of boiling a quantity of opium.

The man when questioned said that
he had nothing to do with the opium.
He was boiling it because the woman
had asked him to do so. She was lying
on a bed, complaining of a headache.

The woman admitted guilt but the
man did not.
The Revenue Officer said that he was
inclined to believe the man's story.
The woman, he explained, had been de-
serted by her husband, and had not
received any support from him. He
had apparently gone to America or
some other place. She ran this divan
to make a living.

Under the circumstances His Wor-
ship discharged the man and warned
him "not to get mixed up with opium
again," while the woman was fined
\$100, with the alternative of one
month's jail.

Ex-Detective Fined

A fine of \$1,000 with the al-
ternative of six months' jail was
imposed by Major C. Willson,
O.B.E., at the Central Police Court
this morning, on an ex-detective (a
searcher) of the Hong Kong Police
who appeared on remand on a
charge of unlawful possession of
nine taels of prepared non-Govern-
ment opium.

Revenue Officer A. W. Grimmitt,
who prosecuted, asked at the
previous hearing that a serious view
be taken of the case because the
accused had used two small girls as
carriers of the opium. Accused
was arrested following a raid at his
house in Fook Sau-lane.

Miss May Peck, aged 19, of St.
Albans, was killed when the motor-
cycle on which she was riding pil-
laged came into collision with a
motor-car on the St. Albans-
Watford-road.

EDUCATION DEPARTMENT

Annual Report Of The Director

MORE COST; LESS INCOME

The report of the Director of Education for the year 1928 states:—

1.—Staff.
Mr. T. J. Price, B.Sc. joined the Staff on appointment from England.

I have to report with deep regret the loss to this department by the death of Mr. R. J. Birbeck, M.A., who died in June while on leave, after twenty-five years service. A portrait of him was unveiled in Wansai School where for many years he had been Headmaster and was held in affectionate esteem.

At the end of the year the staff consisted of:—

	British	Non-British	Total
Inspectors	2	1	3
Sub-Inspectors	27	56	83
Teachers	27	133	160
Total	56	190	246

Four Students-in-Training and one Educational Scholar graduated at the University and were appointed to masterships in Government Schools.

At the end of the year the number of University Trained Teachers Graduated on the staff was 22.

2.—Pupils in Government Schools
Particulars and Statistics of the various Government Schools are given in Table III.

A.—British Schools

For the last 8 years Kowloon Junior School has been housed in the Gun Club Hill School Building leased by Government from the Military Authorities. In the autumn of 1928 notice was given by the latter of their intention to terminate this lease on January 31, 1929, as the building would thenceforward be required for purposes of a Garrison School.

Satisfactory arrangements were made to adapt "Parkside" to the uses of the Kowloon Junior School, and were nearing completion at the end of the year.

A valuable extension to the Central British School was made during the year. This took the form of an Annex at the back of the main building and consists of four spacious classrooms and a cloakroom. One of these rooms is specially furnished as an Art Room.

The total number of pupils on roll at the 5 schools, Central British, Kowloon Junior, Peak, Victoria British and Quarry Bay was 436. In 1927 it was 469.

B.—English-teaching Government Schools

(for other than British pupils).
The total number of pupils on roll in 1928 was 3,238 as against 3,119 in 1927.

King's College which had been used by the Military Authorities as an emergency hospital in 1927 performed its proper function throughout 1928, and in December 1928 the number of pupils on its roll was 619 as against 496 in December 1926.

The four Government Schools (Queen's, King's, Belkiss and Central British) which enter pupils for the Hong Kong University Matriculation, Senior and Junior Local Examinations did very well this year, with a total of 141 passes and 48 failures.

A report on the work throughout these schools is given in Annex A.

In December the new school at Cheung Chau was completed and occupied. At last after 21 years we are in a permanent building of our own. It is a fine brick building, of which the P.W.D. may well be proud, with accommodation for 150 pupils and up-to-date equipment.

A munificent endowment to provide free scholarships was made by Mr. Woo Hay-tong, an old boy of Queen's College. He has drawn up an Indenture by which a sum representing a present income of some \$8,400 a year is secured for the provision of free scholarships distributed through all the Government Anglo-Chinese Schools, and for substantial provision of a similar kind at St. Joseph's College, the Diocesan Boys' School and the Diocesan Girls' School.

Another generous gift to education was made by the late Mr. Tsui Kung-po who bequeathed a sum of \$10,000 for provision of free scholarships.

C.—Grant Schools
In April a Branch of Wah Yan College at Mong Kok was formally

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opened by the Director of Education. It is in a new building, towards which the Government assisted with a Building Grant of \$10,000, and has accommodation for some 370 pupils.

A substantial grant was also made to the Diocesan Girls' School towards the cost of an excellent covered playground and other desirable improvements to the school building.

The Ying Wa Girls' School completed its fine new premises in Bonham Road towards which Government has in all contributed \$50,000 under the provisions of the

	British	Non-British	Total
Inspectors	2	1	3
Sub-Inspectors	27	56	83
Teachers	27	133	160
Total	56	190	246

Code. The final \$9,000 of this sum was paid in 1928.

Much good work is done in the Grant Schools, which are 11 in number with a total of 4,237 pupils. The tendency to premature promotion, though not so marked as it has been in the past, is still an observable weakness.

D.—Vernacular Schools

The competition to enter the Government Vernacular Middle School is shown by the large number of candidates (235) who sat for the entrance examination. The special Final Examination of the Middle School Division, was again conducted by the Hong Kong University.

Two pupils were successful and they, together with the four who passed in 1927, are to enter the new School of Chinese Studies which is to open at the University in 1929.

It is once more a pleasure to refer to the Vernacular Normal School for Women which continues to do admirable work. Some of the 4th year Normal Students who have just passed out are fit to take their place as advanced Vernacular Teachers anywhere.

The number of private Urban Vernacular Day Schools was 658 with a maximum enrolment of 36,642 as against 590 and 31,010 in 1927.

Of these pupils, 12,432 were girls, 218 or one-third of the total number of these schools, received Subsidies from Government totalling \$92,280 as against 196 and \$88,100 in 1927.

There were also 20 Private Vernacular Night Schools with a maximum enrolment of 423.

Rural Vernacular Schools at the end of the year numbered 182 with a maximum enrolment of 5,290 as against 185 and 5,375 in 1927. More than half, viz. 101 schools with 3,538 pupils received subsidies from Government totalling \$12,985, a slight increase on the 1927 figures.

The local interest in Vernacular Studies, so marked in the last few years, has been well maintained. Figures are by no means everything, but they reflect a tendency, and it is interesting to note the Vernacular pupil totals of 1918, 1923 and 1928, which are respectively some 16,500, 29,000 and 42,000.

E.—Technical Institute
The Technical Institute designed to supply instruction in various subjects for those desiring the opportunity of evening study, was well attended. Details are given in Table VIII.

3.—Board of Education

The Board met six times during the year.

The calamity of Mrs. Hickling's death removed one of the original members of the Board and a personality that cannot be replaced. A further loss was suffered in the resignation on retirement of Dr. T. W. Pearce, another old friend and staunch supporter.

Mr. H. K. Woo and the Rev. F. Short were appointed to the Board in February and April respectively.

4.—Board of Examiners

The Board met 29 times and held 7 examinations of Hong Kong Cadets, 26 examinations of subordinate officers under G.O. 115, 11 examinations of officers studying for Bonus under G.O. 120, 1 examination of Interpreter and 9 examinations of F.M.S. and S.S. Cadets and police probationers.

In addition to this, Language Examinations of Police Officers and Gaol Warders were conducted by the Sub-committee at the Police Road Quarters every Tuesday afternoon.

4.—Health

The following extracts are from the report of the Medical Officer for Schools, Dr. E. M. Minett.

Dr. Minett was in England for the greater part of the year, and during that time her place was very efficiently filled by Dr. (Mrs.) L. M. Stanchiff.

"Only the Entrant Group was

inspected—this includes children of all ages, the majority of entrants in the Anglo-Chinese schools are to the lowest class, where age must be under 13, but entrants come also to other classes, at a higher age. In the British schools, entrants may have been at other schools abroad so that here also, the "Entrant Group" is of no definite age as it is in England.

"Specials" have usually been seen with the Entrants, and have been counted with them. Full advantage is not yet taken by the teachers of the school medical service, and many teachers do not yet note the defect that is outstanding in members of their classes. Vision defects are usually noted.

Re-inspection of Children Found Defective

A larger percentage than formerly of the children inspected have been found defective. This is partly due to slightly different methods employed this year. In former years neither a small "fixed defect" such as a deflected nasal septum, nor a transitory defect such as nasal catarrh in damp weather, were counted; stress being laid on the more remediable defects. One defect, such as decaying teeth, is likely to be accompanied by others, such as enlarged tonsils, growth of adenoids, mouth breathing, enlarged neck glands, and subnormal lung development, but in recent cases, remedy of the outstanding defect—in this case, dental treatment, will certainly improve, if not entirely cure, the accompanying conditions. It is therefore often a matter of "personal equation" whether such a case be noted as "defect"—"dental" or "defects"—"tonsils, adenoids, glands, etc." This alters numbers very considerably.

Vision defect still stands out, as in former years. This is the only defect for which satisfactory treatment is given, Dr. Morrison making refractural and retinoscopic examinations of all children found to be defective, in Anglo-Chinese schools.

The figures of Dr. Morrison's clinic have been

	1926	1927	1928
Cases seen	258	215	225
Provided with glasses	215	169	192
Myopia accounts for over 75% of the total defect. Possibly the Chinese as a race have a tendency towards myopia, research on the earliest ages at which it is found is much needed. This could be done only in Vernacular Schools, where children enter before learning to read. Most of our "entrants" have already spent from 3 to 7 years on Chinese reading and writing.			

School clinics are much needed, and one hopes for their establishment later. A larger number of British parents are coming each year for interviews and advice, having been accustomed to the Medical Service in Schools in England. Only a few Chinese parents attended inspections, but now that health visiting has begun, there is no doubt that more interest will be taken.

Whooping Cough

A brisk epidemic of this disease occurred during the months January to June—cases occurring in all the British schools varying from 1 at Central British School to 14 at Victoria British School and 22 at the Peak School. Closure, complete and partial, was made but closure tends to have little effect when children are allowed to meet at play and at various entertainments out of school. In many cases children's first signs of illness are noticed earlier in class than at home. For the comfort of parents it might be said that the infectious common here, measles, whooping cough, chicken-pox, mumps, diphtheria, run a much milder course in this sunny climate than at home, chest or other complications being rarely seen.

Two teachers were quarantined during the year on account of illness among their own children.

Cases of chicken-pox, diphtheria, mumps and typhoid were also reported upon by the Medical Officer for Schools.

Tuberculosis is of very grave importance in the Colony.

We are trying to prevent all spitting on school premises, and to dispense with spittoons in boarding-schools, but progress in this direction is necessarily slow where the habit is so constant in the streets.

Schools of a more open air type are gradually coming into being, and this is one step in the right direction.

Nutrition

It has not been possible to make any advance in data this year. As was forehadowed in last year's report, our results are not so over average as they seemed—the English standard has definitely improved within the time since the reports we had for comparison were published.

Efforts are made to impress on children the value of a clean tuck shop, and of a meal between morning and afternoon study. Where playgrounds are provided and boys go on from school to games, this is particularly necessary. A few school tuck-shops give opportunity for a nutritious cooked meal being taken.

Hygiene is now a compulsory subject in each year of the Teachers' Course of the Technical Institute, and is also entering as "an essential part" into the educational course at the University.

Physical training has been somewhat increased in the schools. Domestic Science may be offered for the Junior and Senior Locals, but is apt to be treated as a "book learning" subject, and cookery, housecraft, and infant welfare is taken practically in very few schools.

School Nurse's Work
This, by our trained nurse Miss Sham Yan-lin, has been much increased in usefulness this year.

She has visited 105 homes, from which children who were found to have some remediable defect, came to school. Many of the parents were unwilling to take steps towards remedying unhealthy conditions, but in a large number of cases, mothers were glad to have an opportunity of getting information which might help them to make healthier homes. In only one case was Nurse refused admittance.

Lectures, with and without lantern slide illustration, have been given, chiefly by Nurse, a few by the Medical Officer to a vernacular school, a young amah's class, and one or two other gatherings where health is being discussed.

Our senior girls are being encouraged to join the Nursing division of St. John Ambulance Brigade, and Girl Guide work is gaining ground, and improving health, in several of the schools.

All Government Schools (Anglo-Chinese and British) were inspected during the year. Various improvements have been made, usually in the form of better lighting, better patterns or grading of desks, and improved flushing or cleaning of latrines.

Sanitary arrangements, cloakrooms, lavatories, and latrines, are receiving more attention as parts of school premises not less important to education than classrooms.

Half yearly inspection of eleven Grant Schools were made, particular attention being paid to dormitories and rooms of boarders.

Various improvements of premises have been carried out, chiefly in the direction of more light, more air, more space, and more exercise.

7.—Revenue and Expenditure

The only Revenue collected by this Department comes from school fees, which amounted in 1928 to \$177,392.76 as against \$121,981.75 in 1927.

The Expenditure was \$1,103,540.35 an increase of \$12,117.14 over the previous year. These figures do not include Expenditure on School Buildings or Furniture which are debited to Public Works.

The increase was mainly due to expenditure under Personal Emoluments and Equipment.

ROUND THE CINEMAS

THRILLING FRENCH FILM AT QUEEN'S

SUPERB COLOUR SCENES

"Casanova, The Prince of Adventurers," which will be screened at the Queen's Theatre from to-day to Saturday, is a product of the famous Film de France Studios, and has been called "France's greatest film."

The story deals with the adventures, some thrilling, others amusing, of Casanova, a gentleman adventurer and a great lover. From peasant maid to princess, this handsome philanderer switches his attentions with alarming rapidity and abandon, but each one he loves and loves exquisitely. The title role is played by Ivan Mosjoukine, who will be remembered for his wonderful performance in "Michael Strogoff," another outstanding picture which has been in Hong Kong. Possessed with a distinctly unusual and refreshing personality, Mosjoukine has been described by the Home Press as "Europe's Screen Idol," fairly captures the audience from the very first reel, according to well-known film critics. The story, which goes with a fine swing from beginning to end, is extremely interesting and ends in a thoroughly satisfying climax. Superb colour effects in the new French Techni-colour process greatly enhance many of the court and carnival scenes, it is said. Among the many other outstanding features of this remarkable production are two thrilling sword duels, one of which is strongly reminiscent of Douglas Fairbanks. Altogether, quite an unusual production will be shown, which the public in general as well as the regular movie fans will be well advised not to miss.

Using petrol to light a fire, Mrs. Dorothy Ball (74), of High Park-road, Southport, was burned to death through her clothes catching fire.

Glaxo
Can Be Given To
The Youngest Baby!

NEW ADVERTISEMENTS.

KOWLOON CRICKET CLUB

THE LIGHT BOB MUSICAL CO.

WILL PRESENT A
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OF VERSATILE STARS
SATURDAY, JULY 27TH,
AT 9.15 P.M.
ADMISSION:
ONE DOLLAR.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN "CHINA MAIL"

Social Functions
To-day—Hong Kong Hotel, Republic Bay Hotel and Peninsula Hotel—Dinner Dances, 8.30 p.m.
To-day—Y.M.C.A. Social Evening and Farewell to Mr. P. Sands, 9 p.m.

Entertainments
To-day—Queen's Theatre: "Casanova, The Prince of Adventurers."
To-day—World Theatre: "Square Crooks."
To-day—Star Theatre: "Boxer Bride."
To-day—Majestic Theatre: "The Loves of Pharaoh."

July 27—Brilliant Company of Versatile Stars, at Kowloon Cricket Club, 9.15 p.m.
Home Mails
To-morrow—Inward from Europe via Siberia ("Suwa Maru").
To-morrow—Outward for Straits, Africa, Egypt and Europe via Marseilles ("Suwa Maru") 9.30 a.m.

Land Sales
July 29—At P.W.D. Offices, four lots of Crown land, at Wong-nei-cheong, Wanchai Gap, Shamshuipo and Prince Edward Road, 3 p.m.

TROUBLE ENDED

FENG'S MEN RETURNING TO NANKING

Nanking, Yesterday.
The Vice-Minister for War, General Lu Chung-hsiang, Feng Yu-shiang's chief of staff, Tsao Hsiao-sen, and the Director of the Aviation Department, Hsiung Pin—who were all participants of Feng Yu-shiang (the "Christian General") and left Nanking before the recent crisis—have arrived to resume duties.
Mr. Y. L. Tong, Vice-Minister for Foreign Affairs, is expected next week. This is regarded as indicating that the recent political and military misunderstandings have been satisfactorily settled.—Reuter.

S. AFRICAN POSTS

REVISED ESTIMATES

Capetown, Yesterday.
Revised estimates introduced into the Assembly provide for the appointment of Ministers Plenipotentiary to Rome, Washington, and The Hague; Commercial Secretaries at Milan, New York and The Hague; a Commercial representative at Hamburg, and a Consul-General at Lourenco Marques.—Reuter.

THE "TALKIES"

New York, Yesterday.
The Western Electric and Radio Corporation are negotiating with representatives of German interests for the use and standardisation of talking film equipment, and the settlement of patent litigation through an exchange of patents.—Reuter.

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Anderson Music Co.

DON'T ARGUE WITH HIM!

He is just in one of his irritable moods, and the best thing you can do is to bring him a bottle of

ALLSOPP'S BRITISH PILSENER BEER

Watch how he cheers up!

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REAL HABANA CIGARS.

HENRY CLAY:

Panctelas	25's	\$9.50 per box
Jockey Club	25's	9.50 " "
Londres Finos	25's	7.75 " "
Bouquet de Salon	25's	6.25 " "

LA CORONA:

Coronas	25's	\$21.50 per box
Half-a-Corona	25's	11.25 " "
Celestiales Chicos	25's	10.75 " "

EL AGUILA DE ORO "BOCK Y CA":

Excelentes	25's	\$8.25 per box
Portenas Finas	25's	7.00 " "

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OVERLAND CHINA MAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given in the
OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

Interest this week is centred primarily in the rupture between China and Russia. News from this part of the world is always very welcome in other parts, where much attention is being devoted to developments. The "Overland China Mail" contains the news that is desired. And it is the only weekly news budget printed in Hong Kong with pictures.

Of considerable importance also is the water shortage. The first corner has been turned, much to the relief of the Government and the public, but the problem is not completely solved yet. It will be instructive to folks at Home to read how every drop of rain and each gallon of water is being watched studiously; and the "Overland" will tell them all the news about it.

The local tribunals have had a very busy week. In certain proceedings, a discourse on the mui tsai was given by an acknowledged expert, whose views will be very carefully read in Britain, we are sure. The July Criminal Sessions provided fair "copy" and the holding of two District Courts Martial on one day is not altogether common. Much criticism of films was made at the annual meeting of Hong Kong Amusements Limited.

The "Overland" gives the news of the week, local, social, sport, "China" political, etc. Be sure to get your copy.

In the whirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail". Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of HK\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings. For your folks at Home to receive this weekly budget, or to keep your own self posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail". The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent VERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time, the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL"

NEW POLICY

(Continued from Page 1.)

His Majesty's Government would direct their thoughts and energies thereto in co-operation with other nations. Immediately the more immediate work of the Naval Agreement was finished, a general Disarmament Conference would then be possible.

General Daves and other diplomats were present in the Distinguished Strangers' Gallery.

Opposition's Questions
Sir W. Guinness and Mr. Churchill closely questioned Mr. MacDonald as regards the Admiralty's minimum requirements.

Mr. MacDonald replied that he did not doubt that when the agreement with the United States was reached the minimum requirements submitted to us would be adequately covered.

Mr. Lambert (Liberal) asked whether a decision had been reached as regards the Singapore base.

Mr. MacDonald said that it had been included in the large survey. Replying to further questions from Conservatives, Mr. MacDonald said that he assumed the country would favour active steps to ensure peace. He added: "The Navy, as left after this announcement, will be perfectly capable of going about its work."—Reuter.

U.S. Naval Programme.

Washington, Yesterday.

President Hoover has announced that the construction of the three cruisers, included in this year's Naval Programme will not begin until there has been an opportunity for full consideration of their effect on the final agreement for Naval Parity, which he expected would be reached between Great Britain and the United States.

"Real Satisfaction"
President Hoover expressed "real satisfaction" at Mr. MacDonald's Navy statement, and said that Mr. MacDonald had introduced the principal of parity, which they now adopted. Its consummation meant that Great Britain and the United States would henceforth not compete in armaments as potential opponents but would co-operate in their reduction.

President Hoover added that the American people were greatly complimented by Mr. MacDonald's proposed visit and Mr. MacDonald would find a real welcome to the United States.

Further Details
Another telegram (from Washington) states that high officials express satisfaction at Mr. MacDonald's projected visit. He will stay either at the British Embassy or at the White House, details regarding which will be arranged later.—Reuter's American Service.

"RED" MENACE

WHAT FRENCH OFFICIALS
ARE DOING

POLICE RAIDS

Paris, Yesterday.
The Minister of Justice presided at a two-hours' meeting of high police and legal officials, when they discussed the Communist preparations for demonstrations on August 1.

They decided to indict the 96 Communists arrested at Villeneuve on July 21, and to charge them with menacing the security of the State. Seven magistrates immediately opened an enquiry, with the result that all 96 were sent to prison.

Police yesterday raided various Communist strongholds and seized documents, also arrested several leaders, as well as Duvillieux, the Secretary-General of the General Confederation of Labour.

Athens, Yesterday.
The authorities have learned that two Moscow emissaries, who were provided with funds have entered Greece for the purpose of stirring up trouble on August 1.—Reuter.

Raids and Arrests
Paris, Later.
The Police made further raids at the homes of Communists today. They found a number of persons who, however, fled.

The arrested include M. Midol, Secretary of the Railwaymen's Unions, Duteilleux, Secretary of the "Gourdeux" and member of the Council of the Confederation of the Trade Unions, M. Maizieres, Secretary of the Paris Communists, M. Mathieu, Secretary of the Meat Workers Unions.

"Humanity" loudly protests against the attempt to outlaw the Communist Party and urges resistance.

More Raids
Paris, Yesterday.

The Police yesterday at noon raided a printing works and seized a number of pamphlets in Russian, Polish and Hebrew, dealing with the incitement of soldiers to disobedience.

The headquarters of the "Workers and Peasants' Bank" were also raided and documents dealing with the relations of the Bank and the Soviet were seized.—Reuter.

CHINESE SERVICE

ADMISSION HENCEFORWARD
ONLY BY EXAMINATION

SYSTEM MODELLED ON WEST

Nanking, July 15.

For the first time in the history of China the Government Civil Service will shortly be placed on a strict basis of examination, modelled after the systems now employed in western countries. A set of regulations governing the holding of such examination, which was drafted by the Examination Yuan, has just been revised and approved by the Legislative Yuan and will shortly be promulgated by the State Council for enforcement.

It is noteworthy that the new regulation provides for the holding of three different kinds of examinations, namely, ordinary, higher and special, according to the qualifications of the candidates. Ordinary examinations will be held annually in the various provincial capitals or such other places as may be designated by the Examination Yuan while the higher examinations will be held in the national capital or any other locality designated by the Examination Yuan also once each year.

Eligibles for Examination

The following are the most important of the new regulations:—
Any citizen of the Republic of China of one of the following qualifications is entitled to take the Ordinary Examination:

(a) A certified graduate of any registered public or private middle school or of any school of higher standing.

(b) Any person who has received an education equal to that of a graduate of the middle school or of one of higher standing who has passed a preliminary examination on his qualifications.

Any citizen of the Republic of China possessing one of the following qualifications is entitled to take the Higher Examination:

(a) A certified graduate of a Government university or of any properly registered public or private university, or college, or technical institute.

(b) A certified graduate of a foreign university, college or technical institute, which is officially recognised by the Ministry of Education.

(c) Any person who has received an education equal to that of a graduate of a university or a technical institute, who has passed a preliminary examination on his qualifications.

(d) Any person who possesses actual technical knowledge or special talent or who has published his discoveries which have been proved by investigation to be of merit.

(e) Any person who has passed the Ordinary Examination four years previously or who has been a Government official of the "Wei-jen" (third) rank or has assumed a similar post for more than three years.

Not Entitled to Enter
Persons not eligible to sit are those convicted of:—

(a) Complicity in counter-revolutionary activities.

(b) Having at the right to hold public office.

(c) Embezzlement or misappropriation of public funds which have not been repaid.

(d) Guilty of bribery for which sentence has been passed.

(e) Having been declared insolvent or bankrupt.

(f) Addiction to opium or other similar drugs.

All ordinary examinations shall be conducted by examiners appointed by the National Government, and Higher Examinations by high examiners specially appointed by the Government.

During the period of examination all matters relative thereto shall be in charge of the Examination Committee, the Chairman of which shall be the chief examiner.

The Control Yuan shall appoint deputies to supervise the examinations.—Kuo Min.

SMEDLEY BUTLER

ELEVATED FROM BRIGADIER
TO MAJOR-GENERAL

Washington, July 14.

President Hoover has signed an order promoting Brigadier-General Smedley Butler, recently stationed in North China, to the rank of Major-General.

In signing the promotion, President Hoover recalled when he and his wife were besieged in Tientsin during the course of the Boxer uprising.

General Butler, then a second lieutenant in the Marines, arrived with a small detachment of Marines as the first relief force, the President said.—United Press.

JAPAN'S ECONOMY

RETRENCHMENT IN GOVERNMENT DEPARTMENTS

Tokyo, July 17.

The Government is endeavouring to curtail expenditure in all the Government departments.

The Colonial Office is considering a proposal to modify the allowance schemes provided for employees in the colonies, while the Finance Office is examining a plan for the reduction of the secret service fund of the Foreign Office.

The Cabinet Ministers have agreed to a suggestion prohibiting Ministers using Government-owned cars except on official business.—Nichi-Nichi.

CHINA AND RUSSIA

(Continued from Page 1.)

categorically denies that Japan has been asked to associate herself with the American demarche and reiterates that it knows nothing officially regarding formal diplomatic action on the part of America.

At the same time it is admitted that the United States requested Japan through Mr. Debutchi (Japan's Ambassador at Washington) to contribute an expression of opinion as to the best solution of the Chinese and Soviet trouble, to which it possibly will comply after the return of the Premier (Mr. Hamaguchi) on July 25 from Kyoto, where he is at present visiting.

No Mediation

Press despatches from Harbin indicate that Nanking's emphasis of a desire for a peaceful settlement in the Sino-Soviet dispute, combined with the report that Chu Shao-yang is going to Russia shortly with a view to negotiating, has helped greatly to relax the strained situation. This relaxation is reflected in Japanese Press comment, the leading vernacular papers unanimously expressing optimism as to a peaceful outcome.

While the mutual desire of the Soviet and China to settle their disputes by themselves, without outside mediation, is regarded as a healthy sign, credit is given to Baron Shidehara (Japan's Foreign Minister) for his firm refusal to say anything that could be interpreted as support for one side or the other, and also for his determination to act whenever Japan's interests are jeopardised, as this attitude, it is considered, has been a potent factor in preserving peace.—Reuter.

Sun Fo Speaks

Peking, Yesterday.

Mr. Sun Fo (Minister of Railways), interviewed by Chinese pressmen this morning, stated that the Chinese and Soviet were getting into contact with each other at Berlin through their respective Legations and he hoped they would find a basis for negotiations.—Reuter.

No Third Party?

Nanking, Yesterday.

The Chinese Minister in Berlin reports that the Soviet Ambassador in Berlin has informed him that the Soviet Government does not welcome mediation by signatories to the Kellogg Pact and prefers to enter into direct negotiations for a settlement of the Chinese Eastern Railway issue.—Reuter.

Russian Exodus

Peking, Yesterday.

M. Melnikov, the Russian Consul who was held by Chinese at Harbin for some days, passed through Manchuli on July 23, travelling to Russia.

A message from Manchuli says that the last international mail arriving there from Europe, arrived on July 15 and no more is expected.

M. Spilvanek, the Russian Consul-General here has left. The German Legation in Peking has taken over the Soviet Embassy.—Reuter.

Soviet Desires Peace

Paris, Yesterday.

M. Briand received M. Dovgalovskiy, the Soviet Ambassador, who assured M. Briand that the Soviet's attachment to peace was expressed in the Soviet Government's regret and in their unyielding attitude towards China.—Reuter.

F. M. S. APPOINTMENTS

The following promotions and transfers in the Colonial Service have been made by the Secretary of State for the Colonies:—

Mr. J. Aitchison, Executive Engineer, Public Works Department, F.M.S., to be Senior Executive Engineer, Public Works Department, F.M.S.; Major W. H. Elkins, O.B.E., Senior Assistant Traffic Manager, F.M.S. Railways, to be Deputy Traffic Manager, F.M.S. Railways; Mr. P. C. Beal, Deputy Traffic Manager, F.M.S. Railways, to be Traffic Manager, F.M.S. Railways; Mr. F. G. Finch, State Engineer, Public Works Department, F.M.S., to be Deputy Director of Public Works, F.M.S.; Mr. S. J. W. Gooch, Executive Engineer, Public Works Department, F.M.S., to be Senior Executive Engineer, Public Works Department, F.M.S.

A meeting of the Chamber of Agriculture and planters at Port St. Louis, Mauritius, passed a resolution advocating the raising of a £1,500,000 loan to aid the sugar industry.

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PRICKLY HEAT LOTION,
POWDER and SOAP

and get rid of this irritating ailment.

BATH SALTS

in all perfumes.

Queen's Dispensary
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WATCHMAKERS & JEWELLERS

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KELVIN'S NAUTICAL INSTRUMENTS,

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

MONEY AND SHARES

T.T. on London 1/11 3/4

T.T. on Shanghai 82 1/2

Banks

H.K. Bank \$1265 sa

H.K. London Reg. \$128 n

Chartered Bank \$193 b

Mercantile A. & B. \$324 n

Mercantile C. \$154 n

P. & O. Bank \$394 n

Bank of East Asia \$90 1/2 n

Insurances

Canton Insurance \$630 n

Union Insurance \$324 b

North China Insurance \$160 b

Yangtze Insurance \$350 n

China Underwriters \$2 s

China Fire Insurance \$305 b

H.K. Fire Insurance \$770 n

Shipping

Douglases \$27 1/2 n

H.K. Steamboats \$24 1/2 s

H.K. Tugs & Lighters \$2 s

Indo-China (Pref.) \$47 1/2 b

Indo-China (Def.) \$70 n

Shell Transports (old) \$92 1/2 n

Shell Transports (new) \$22 s

Union Waterboats \$22 s

Mining

Benguets \$3.10 b

Kailan Mining Ad. \$2.6 n

Langkats (comb.) \$15 n

Langkats (single) \$7 b

Shanghai Explorations \$23 1/2 a

Shanghai Loans \$44 1/2 b

Raubs \$34 1/2 b

Tronoh Mines \$21/- b

Docks, Wharves, Gadown, &c.

H.K. & K. Wharves \$127 b

H.K. & W. Docks \$32 1/2 a

China Providents \$430 b

Hongkows \$716 n

New Engineerings \$77 b

Shanghai Docks \$138 b

Cotton Mills

Ewo Cottons \$14.40 b

Oriental Cottons \$230 b

Shanghai Cottons (old) \$77 1/2 n

Shanghai Cottons (new) \$43 1/2 n

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.35 b 8.55 s

H.K. Lands \$61 1/2 b 62 s

Shanghai Lands \$147 b

Humphreys' Estates \$13.30 b

H.K. Realities \$8 b

H.K. Territorials \$2 s

Prince's Buildings \$2 s

Public Utilities

H.K. Tramways \$18.70 b 18.80 sa

Peak Trams (old) \$11.80 n

Peak Trams (new) \$6.05 n

Star Ferries \$64 1/2 n

China Lights (comb.) \$2 s

China Lights (old) \$13 b 13 1/2 a

China Light (new) \$13 n

China Lights 1923 issue \$13 n

H.K. Electric (old) \$55.35 b

H.K. Electric (new) \$204 n

Macao Electric \$204 n

H.K. Telephones \$137 n

China Buses \$144 b

Singapore Tractions \$11/- s

Singapore Pref. \$20/- b

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/11 3/4

Bank, on demand 1/11 5/16

Bank, 30 days' sight

Bank, 4 months' sight 1/11 1/2

Credits, 4 months' sight 2/- 3/4

Documentary 4 months' sight 2/- 3/4

On Paris—

On demand 1202 1/2

Credits, 4 months' sight 1277 1/2

Sport Columns

GOLF PUTTING

HOW T. D. ARMOUR MASTERED
AMERICAN SYSTEM
"ANNUAL INQUESTS"

When all is said and done in the annual inquests concerning the results of the British Open Golf Championship, the opinion invariably asserts itself that the Americans beat us so regularly in this long-drawn-out test of 72 holes by score play because they are the better putters.

I feel sure that the belief is justified. There is very little wrong with the way in which the leading British golfers hit their drives and iron shots. Indeed, I cannot see that in these departments they are one whit inferior to the Americans. Very seldom, however, does one hear of a British player who secures an average of less than two putts per green, whereas the more successful United States golfers beat that average by two or three strokes in nearly every round.

It is a very curious fact that, while we have so many schools of thought in connection with golf science that the person who takes them all seriously is likely to end in distraction, we have no clear-cut ideas concerning the mechanics of putting.

It is the Cinderella of the game in Britain. It is an unavoidable nuisance; a pettifogging bother that has to be tolerated because it exists as a means of rounding off the play at each hole. Nevertheless, it is the only detail in which the Americans excel us definitely, and they do it because, like the Prince in the fairy tale, they see this Cinderella as an enchantress instead of as a serving maid.

Gene Sarazen's Distinction
If you stay at the same hotel as the Americans, you cannot help being struck by the contrasting national attitudes towards putting during after-dinner discussions. Gene Sarazen expressed the difference in two sentences on the occasion of a recent visit.

"When a new player comes to the front," he said, "the first thing you ask in Britain is, 'How far can he drive?' The first thing we want

to know in America is, 'What kind of putter is he?'"

No doubt in the United States they also want to know something about his power in the long game, because it has an irresistible appeal to the primeval instincts; but it is the truth that they note a golfer primarily by the science (not the happy-go-lucky fluking) which he shows in the playing of the short game.

To T. D. Armour, who won the United States Open Championship two years ago, the question was put:—"Why do the Americans beat us at putting?" He seemed to be a particularly good man to consult on the point. In his days as an Edinburgh amateur he was a notoriously bad putter. He could drive as well as anybody; he had no superior, and very few equals, as an iron player; but he possessed positively no conception of a reliable method of putting.

When he settled in America, he developed such consistency of success at the short game that he won a series of tournaments which constituted a record without parallel in one season there, and which culminated in his victory in the championship. Clearly there was a reason.

One Wrist Against the Other
"It was simply that I very soon found that the Americans had discovered the plain mechanics of putting," he said. "They work one wrist against the other. They do not try to work the two wrists in unison, which is the British way, and which usually results in the club-head being taken off the straight line in either the back swing or the forward swing—or both. They press it back straight with the left wrist and forward with the right wrist. It makes putting simple."

I am certain that this is the system of Walter Hagen, and Hagen is unquestionably the greatest putter that has lived since the days of the late Walter Travis. Wonderful though he is in finding the most profitable way out of the bunkers and other seats of retribution, it is only his putting that keeps him going and enables him to win. Without it he would not have secured one British Championship, let alone four.

I admit that Hagen has an imagination unique, a supreme brain-calm that enables him to hole the putt that is most wanted. It is usually the putt of about three or four yards. And if you have watched him closely—as I have done on many occasions—you know when he is going to hole it. The need is urgent. He has that putt for a half in a match, or for a 5 when it might mean an ugly 6 in a scoring competition.

Hagen's fingers twitch nervously on the club handle. He lifts them and closes them on the grip. This is the sign that he is going to hole the putt. His concentration is complete. And in the ball goes.

Hagen's Fool-Proof System
It is perhaps a silly little thing to notice, but there is none of this twitching of the fingers when he is not going to hole the putt. But a temperamental trait does not sum up the art of putting. Hagen succeeds primarily because his mechanics are correct. His system has been described by George Duncan as being very nearly "fool-proof"—which is truly an illuminating phrase.

For a putt up to three or four yards Hagen rests his left wrist on the left thigh, takes the club back with the left hand, and hits with the right. The left wrist remains in position until the impact, and then goes forward to accommodate itself to the right, but only as a resistance to the right.

This, at least, seems to be Hagen's way, and it symbolises the American system of putting. It is always one wrist working against the other.—Harry Vardon.

The bookmakers' syndicate spent \$50,000 in purchasing shares in tickets in the Stock Exchange Sweep.

KOWLOON TONG

REPLIES TO MR. BRAGA'S
QUERIES

NO COMMISSION

At the afternoon meeting of the Legislative Council the Hon. Mr. J. P. Braga asked a series of questions relating to the promotion and financing of the Kowloon Tong and New Territories Development Co., Ltd., as follows:—

1. What are the respective dates and amounts of the premium paid for Crown land leased to the Kowloon Tong and New Territories Development Co., Limited, under Clause 5 sub-sections (a), (b) and (c) of the Agreement dated October 26, 1922, between the Government and the Company?

Answer—1. Only the 1st payment of one-fourth of the Premium, viz., \$106,149.78 under clause 5, sub-section (a) of the agreement has been made. This payment was made on January 16, 1925.

Under clause (b) of Clause 5 it is provided that one-fourth of the total amount due on the Kowloon Tong property shall be paid on the date of the notification in writing from the Director of Public Works to the Company.

Notification was duly made by the Director of Public Works to the Company in a letter dated April 11, 1928, to the effect that the entire area of the Kowloon Tong property had been formed to the approved levels in accordance with Clause 4 of the Agreement and the Company was called upon to pay into the Colonial Treasury a sum of \$106,149.78 being one-quarter of the premium due on the property.

The Treasurer repeated this demand for payment on May 10 and received a reply from the Company to the effect "that this Company is not at present in a position to pay the premium demanded."

The Treasurer sent reminders but payment has not yet been made.

2. Is it a fact that there is still owing by the Company to the Government a sum of \$318,450.14 as the balance of land premium?

Answer—2. When the whole scheme has been completed Government will under sub-clauses (b) and (c) of Clause 5 of the Agreement be entitled to receive in all a sum of \$315,827.22.

3. In view of the fact that about one-sixth of the estimated total cost of land and building is paid by each out of the 242 subscribers to the Scheme upon his signing the

Agreement with the Company, and before any actual work is commenced, what is the explanation for the large sum stated in Question 2 being still unpaid to Government in respect of land premium?

Answer—3. This explanation can only be given by the Company.

4. Has the Government knowledge of a circular letter, dated July 2, 1923, issued over the signature of the Managing Director in which the sum of \$2,990,258.49 is stated as the sum "which represents the total amount payable by the entire body of subscribers under their respective agreements in respect of all the houses embraced within the Scheme," i.e., the Kowloon Tong Estate Scheme?

Answer—4. On June 18 last the Government was informed by the Kowloon Tong and New Territories Development Company, Ltd., that it proposed to issue a circular of which a copy was enclosed.

In this draft circular the sum mentioned is \$3,210,218.49 and this circular may possibly correspond to the circular mentioned by the Honourable Member.

This communication by the Company was taken by the Government for notification and merely acknowledged.

5. Is it a fact that the signatory of the letter referred to in question 4 besides being the Managing Director of the Kowloon Tong and New Territories Development Co., Ltd., is also the paid architect of the said Company and a director of the Hong Kong Excavation Pile Driving and Construction Co., Ltd., with which the contract for the carrying out of the scheme has been entered into by the Kowloon Tong Company?

Answer—5. The Government has no official information on this subject.

6. Between the period when the last Managing Director left the Colony early in 1928 and the appointment of the present incumbent to the office on May 22, 1928, is it not true that no Managing Director existed, and this being the case to whom did the Government look for the fulfilment of the agreement of 1922 during that period?

Answer—6. The Government has no information as to changes of management of this Company. The Government looks to the Company for the fulfilment of the Agreement.

7. Was the Government cognisant of the fact that for the carrying out of a scheme involving in the end a sum of nearly \$3,000,000 (irrespective of the Government share) there was registered a Company with a capital limited to a liability of only \$20,000 of which not more than \$2,000 was actually paid up?

Answer—7. Government was cognisant of the formation of this Company but has no information as to the amount of its paid-up capital.

8. Was it considered prudent to vest in a Company the right and power of absolute control of a scheme involving a few million dollars in its execution when its only visible capital was a sum of \$2,000 with shares paid up to the extent only of 10 cents each?

Answer—8. In financing this scheme the amount of paid-up capital was relatively unimportant. The important point was for the Company to obtain the confidence and support of a requisite number of subscribers and thereby justify the very costly preparation of a large tract of land for building.

9. Was any and what Government supervision exercised over the Company in the carrying out of the Company's obligations towards the Government in terms of the Agreement with the Government?

Answer—9. It is not clear to what obligations of the Company towards Government the Hon. Member refers. A reply will be given when this question is put in more definite form.

10. Is it not a fact that up to December 31, 1924, the following aggregate payments had been made by individual purchasers:—

(a) In respect of Land... \$556,925
(b) Buildings—1st Call... 636,000
2nd Call... 127,800
3rd Call... 76,400

\$1,397,125

representing 18.62 per cent., 21.27 per cent., 4.27 per cent., 2.55 per cent., respectively, of the total cost of \$2,990,258 up to date?

Answer—10. The Government is not concerned in this matter and has no information.

11. If the reply to Question 10 be in the affirmative, what reason is there for a sum of over three hundred thousand dollars for land premium remaining unpaid to the Government, when the Government had already been informed that \$556,925 had been collected from the subscribers?

Answer—11. The answer to this question is not within the knowledge of the Government.

12. What steps is the Government taking to recover the debt from the Company?

Answer—12. The Agreement with Government provides that any balance of premium must be paid before Crown Leases are issued. A Crown Lease of each lot will not be issued until the premium in respect of it has been paid.

13. Is the Government aware of the fact that, in respect of land for which the Company contracted to pay the Government about \$400,000, the Company is already and had been for several years in receipt from the subscribers of over \$500,000?

14. Is the Government aware that in the Circular letter referred to in Question 4 the Kowloon Tong Company has given notice to all subscribers calling for the payment of "a further Call to the extent of 9 per cent. of the amount covenanted to be paid by each and every subscriber in respect of each and every House on the Estate" which will make a total of 109 per cent. of what the subscribers covenanted to pay?

Answer—13 & 14. The Government has no information on this subject.

15. Has the demand for payment been made with the knowledge and consent of the Government? Did not the Company write in to the Government subsequent to 1924 sending a List of Subscribers who have fully paid up all moneys in respect of their property under the scheme and calling upon the Government to issue Crown Leases for same in terms of Clause 7, sub-section (a) of the Agreement?

Answer—15. From time to time since 1924 the Company has furnished to the Government certificates under Clause 7 of the Agreement to the effect that certain persons were the respective purchasers of the lots and buildings mentioned in the certificate and were the proper persons to whom a Crown Lease should be granted in respect of each lot and that they had one and all paid to the Company under their contracts with the Company all moneys which were payable thereunder.

16. In a letter to the subscriber of House No. 111 of the Kowloon Tong Estate dated January 26, 1926, the General Manager stated:—

"I can now produce the documentary evidence to the Crown Land Agent (sic) and ask that your Crown Lease be made at once. The fees therein will be \$30. If you desire the Company to secure this Lease for you, I will make sworn affidavit under the Agreement, and do so for you."

Will His Excellency the Governor kindly direct that the text of the "documentary evidence" referred to above be laid on the table of this Council?

Answer—16. This is not a matter within the cognisance of this Government.

17. Will the Government appoint a Commission of Enquiry to investigate into and report on the Kowloon Tong Scheme?

Answer—17. The Government considers that the disputes between the parties interested in the Kowloon Tong Estate are not fit matters for a Public Commission of Enquiry.

OLD TAYLOR

AGED BY TIME

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World News In Pictures

Joins His Big Chief



The inseparable co-worker and confidant of Harry Sinclair, jailed oil magnate, Harry Mason Day is now incarcerated in the same jail with his boss. He is shown above as he entered the district jail at Washington, where he is serving a sentence on charges of contempt of court.

College Dean at 28



Allen C. Valentine of Glen Cove, Long Island, graduate of the University of Pennsylvania, is the new Dean of the college body at Swarthmore College. He is a Rhodes scholar and is going to England this summer to attend the Rhodes convention.

Objects to Oath



Professor Douglas C. MacIntosh, formerly of Canada but Dwight professor of theology at Yale University since 1909, is said to have objected to swearing defence of the United States in the path of allegiance required of all those seeking to become citizens of this country.

Border Patrol Keeps Sharp Outlook



The force of the border patrol along the Detroit river has been increased and made more effective by the addition of many new speedy patrol boats of the type shown at top. These cruisers are well equipped to handle the hazardous work in the U.S. Government's fight against the rum runners. The ever watchful customs men are shown below searching a pleasure craft in the river in their hunt for rum.

Native Sons Welcomed Home



Nothing is too good when Paris turns out to greet anybody as witness the huge crowds, above, which awaited the three French flyers and their stowaway, Arthur S. Gurney, at Les Bourget Field, Paris. Caught by the camera in front of their plane they are, left to right, Jean Assolant, Rene Le Fevre, Armand Lotti and Schreiber. They were riotously cheered for their feat of spanning the Atlantic in the "Yellow Bird."

British Cabinet Sits for Photograph



Here are the members of the Labour Cabinet of Mr. Ramsay MacDonald as they appeared at No. 10, Downing Street, London, the official residence of Britain's Prime Minister. Left to right, front row, J. Clynne, Lord Farnham, J. H. Thomas, Philip Snowden, Ramsay MacDonald, Arthur Henderson, Sidney Webb (new Lord Passfield), Lord Justice Sanky and Capt. Wedgwood Benn. Left to right, back row, George Lansbury, A. V. Alexander, Sir C. P. Trevelyan, Margaret Bondfield, Lord Thomson, Tom Shaw, A. Greenwood, Noel Buxton, W. Graham and W. Adamson.

Dry Agent Exonerated



Jonah Cox, above, border patrol agent, was absolved from blame in connection with the shooting of Archibald Euster, aged 21, at Detroit, by investigators when one of Euster's companions, Frank Cooper, admitted that he, Euster and others were running liquor across the border into the United States.

Better Than Nothing



Whatever disappointment Arch Coleman, above, must have felt when he was defeated for the job of Congressman must be assuaged by his appointment as First Assistant Postmaster-General. Coleman resigned from his position as Postmaster to enter his unsuccessful race for Congress.



Lila Lee.

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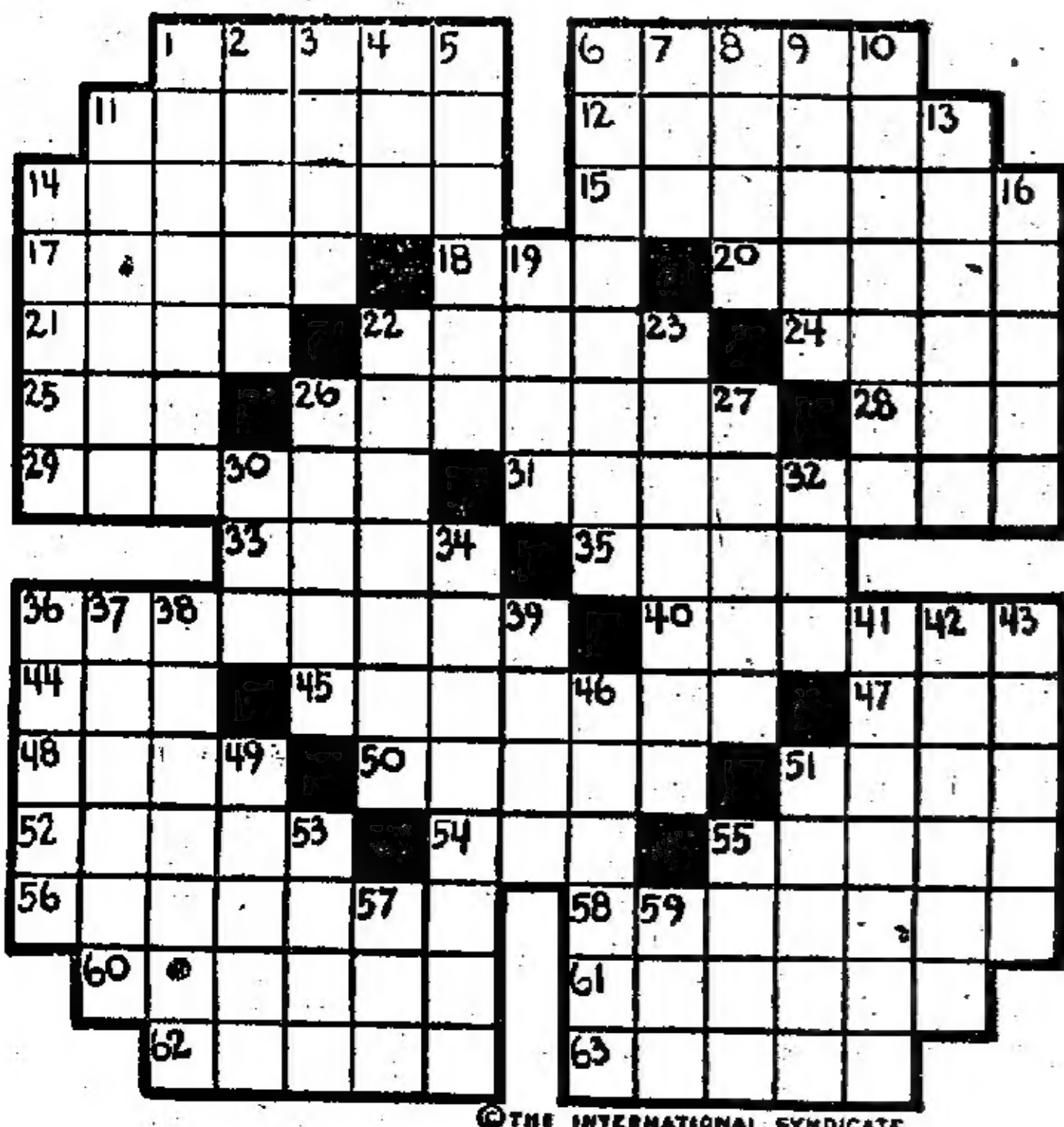
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, piece, and altho.)



HORIZONTAL

- 1—Rings of light
- 6—Official seat
- 11—Guardians of the peace
- 12—Controlled
- 14—Ribbed
- 15—One who induces
- 17—Unqualified
- 18—Nickname for a society "bud"
- 20—Wipe out
- 21—Background
- 22—Words of action
- 24—Pen name of Charles Lamb
- 25—Abbreviation for "English"
- 26—Continued stories
- 28—English money (abbr.)
- 29—Offensive odor
- 31—Those characterized by self-exaltation
- 33—Emerald Isle
- 35—Heroic narrative
- 36—Crossed open work (pl.)
- 40—Place in advance
- 44—Western State (abbr.)

HORIZONTAL (Cont.)

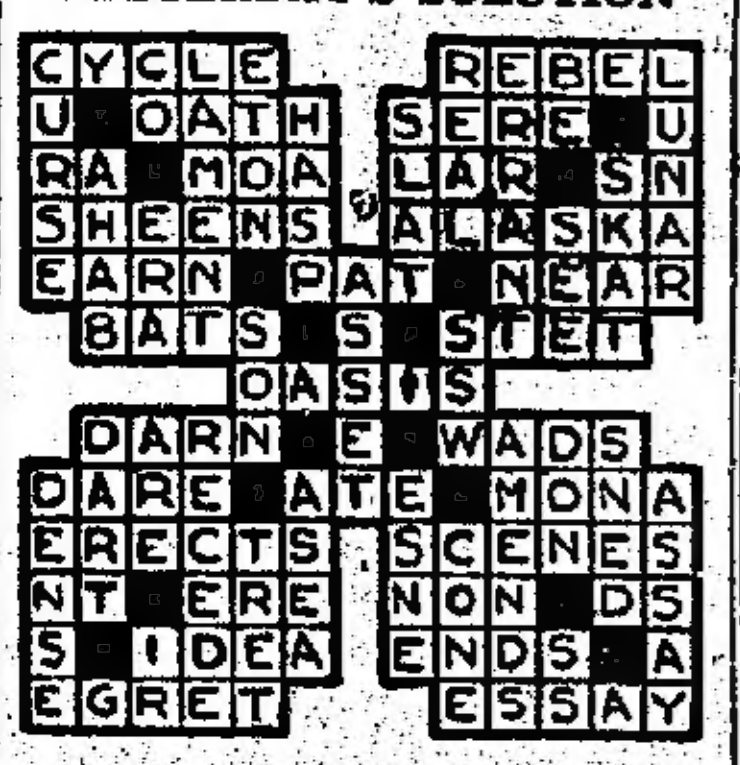
- 45—Affords pleasure
- 47—Sixty-one
- 48—Of advanced years
- 50—Moved forward little by little
- 51—Defensive body armor
- 52—Dumb persons
- 54—Electrified emanations
- 55—Ditch used in fortification (Var.)
- 56—The coining of fluid
- 58—Villain
- 60—Crows
- 61—Succeeds
- 62—To stretch (Scott.)
- 63—Stagger

VERTICAL (Cont.)

- 10—Revoked
- 11—Powerful
- 12—Cease from
- 14—Restores to health
- 15—Pecunia
- 19—Large lake
- 22—Carriage
- 23—Spilled
- 25—Writing
- 27—Agitates
- 30—Without discount
- 32—Frozen dessert
- 34—Most necessities
- 36—Covers with rich soil
- 37—Debated
- 38—Sawaws
- 39—Granulated food starch
- 41—Sudden outburst
- 42—Lives
- 43—Footstep post
- 46—Transmitter
- 49—Warehouse
- 51—Type of locomotive
- 53—Preserve
- 55—Melt
- 57—Abbreviation for military title
- 59—Individual

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



OFFICERS GASSED

CORONER ON NEED OF HELMETS AND MASKS

With the evidence of the doctor, recorded on Saturday (says the "Straits Times" to hand), the inquiry into the death of two Revenue Officers on board the "Noorbar" in the Singapore Harbour, was concluded before Mr. F. G. Bourne, the City Coroner, who found that death was caused by asphyxia from inhaling carbon dioxide, a verdict of death by misadventure was returned.

In returning his finding, the Coroner added a rider to the effect that there was need for the provision of helmets for use by search

parties. Had helmets or masks been used the death of Revenue Officer No. 71 would have been prevented and might have also enabled the rescue of No. 182 in time for saving his life.

SIAMESE MINISTER

VISIT TO BUSINESS HOUSES IN LONDON

Prince Parachatra, the Siamese Minister of Commerce and Communications, who is in London collecting a list of modern appliances to take back to his country, examined a new cinematograph in mail week, paid visits to business houses, and arranged to keep seven appointments during the day. Between his many engagements the Prince was vaccinated, and supervised the vaccination of his staff before going to France.

One of the business houses he visited was the headquarters of Burroughs Adding Machines in Regent Street, Labour, the Prince states, is cheap in Siam, but it is efficiency that is wanted; and he asked for particulars of the machines to be sent to him. He passed rapidly from department to department, asking question, and left the officials accompanying him almost breathless with the pace at which he worked.

GAMBLING VICE

PREVALENCE AMONG YOUNG PEOPLE

LEGISLATION WANTED

The question of gambling among young people was discussed at the annual conference at Bath, of the National Association of Head Teachers, and a resolution was put forward by Mr. T. H. Gunn, of Hull, deploring the increasing facilities for such gambling, and asking the Government to pass legislation making it illegal for bookmakers to accept bets from minors, either for themselves or others.

Mr. Gunn declared that gambling was one of the worst enemies of the schoolmaster and schoolmistress. They were not spoilsports, but betting was the way to kill sports.

A delegate moved the previous question on the ground that it was primarily the teachers' work to train children to resist the temptation of gambling, and that they had no authority after scholars had passed out of their control.

Another delegate asked what would happen if a King took his sons, who were under 21, to Epsom, and they were not allowed to bet.

Mr. Gunn observed that they would not be allowed to bet if taken to some places on the Continent.

Eventually the motion was carried with the omission of the words "twenty-one" and the inclusion of a proposal that the suggested legislation should be applied to "young persons."

Technical Education Needed

Regret was expressed by Mr. H. J. Jackson, Nottingham, in delivering his presidential address, that no date had yet been fixed for raising the school-leaving age to fifteen.

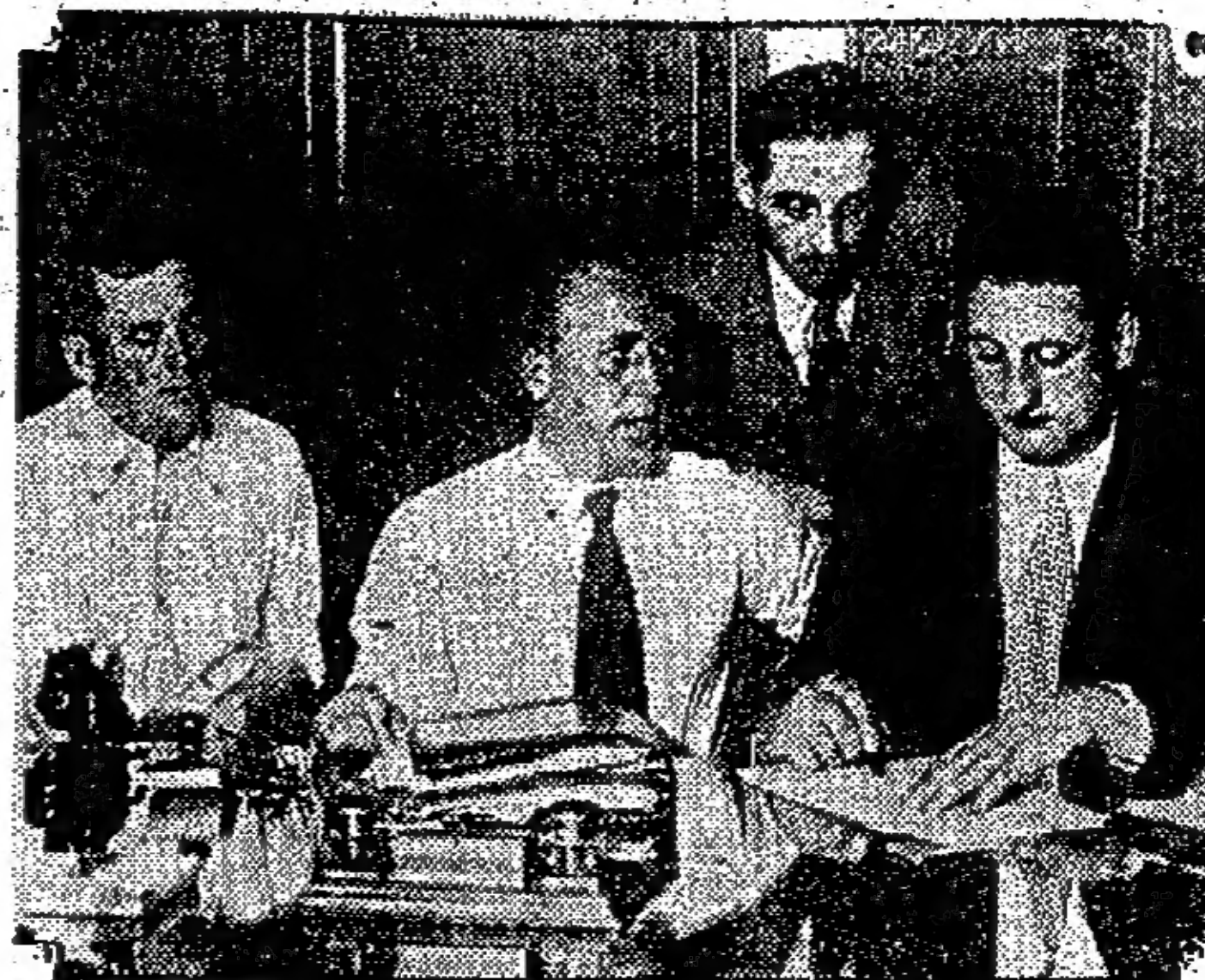
He declared the country could not afford to wait a decade before taking action in the matter. Their existence as an industrial nation depended upon a higher standard of education. Education in technology and art had been woefully neglected, and if Britain was to maintain its commercial and industrial supremacy, if Britain was to compete successfully with trade rivals in the markets of the world, the technical and business training of the youth of the nation must not be neglected.

A longer school life would increase the efficiency of the next generation; it would aid in reducing the serious menace of unemployment, and prevent the deterioration of young people entering industry at an immature age.

In most areas reorganisation of the system of education was being carried out with a minimum of consideration so far as the teachers were concerned.

Religious Instruction

The Mayor of Bath (Councillor Bateman) welcomed the delegates, of whom there were over 300. The Bishop of Bath and Wells also welcomed them, and said that, from all signs he could see, there was a



Fresh from the pampas of Argentina which sent Luis Firpo to the U.S.A., Vittorio Campolo, right, signs up with Jess McMahon, left, and Hubert Pugazy, centre, for a match with anybody the boys pick out as long as the long green is forthcoming. Campolo is bigger than Firpo and even stronger. If he can box at all, he should give many of the boys plenty of trouble.

vastly better spirit abroad than even in the matter of religious education of the child.

A resolution was passed to the effect that the school-leaving age should be 15, and a motion was also agreed to that no child of school age should be employed in public entertainments, including pantomime, after nine o'clock at night.

STRAITS DIVORCE

WIFE'S STORY OF ADULTERY AND CRUELTY

Pauline Sobrinho (nee Pauline Ebert) obtained a divorce from her husband Alfred Aristides Vincent Nicolao Sobrinho, before the Straits Chief Justice (Sir William Marston).

Miss Maina, an actress at the New World, was named as co-respondent. Neither she nor the respondent appeared in Court.

Petitioner alleged adultery and cruelty, and stated that she was beaten with canes and shoes, and on two occasions had to sleep out under a tree in the night.

A decree nisi was allowed.

OXFORD UNION

Mr. Michael Stewart (Socialist), St. John's, has been elected President of the Oxford Union. Mr. Stewart, who received 185 votes, is ex-treasurer, and has taken a prominent part in the debates during the last two or three years. Mr. J. A. Boyd-Carpenter (Balliol) was elected librarian, Mr. A. P. Tory (St. John's) treasurer, and Mr. E. M. Reid (Christ Church) secretary.

The Rev. J. A. Walton, rector of St. Agnes Roman Catholic Church, Cricklewood, has completed twenty-five years in the priesthood, and at his silver jubilee celebration the parishioners presented him with a cheque for £200 and a set of the Catholic Encyclopaedia.

BOY SLAYER

KILLED PARENTS WHOSE LOVE IRRITATED HIM

Vienna, May 12.

No murder trial in recent years has been followed with greater interest by the Viennese than that of the schoolboy Ferdinand Artmann, aged 17, who was last night found guilty of the murder of his parents. He was sentenced to seven years' imprisonment.

The Court decided that the boy had murdered his mother in the dining room and then his father in the bedroom with several pistol shots and knife thrusts. The extraordinary motive for the crime was that he wished to free himself from the influence of his parents, whom he found irritating because of their great love for him.

Throughout the week's trial Artmann displayed almost incredible composure and at first obstinately denied responsibility for the death of his parents. Subsequently, however, when the Court inspected the scene of the tragedy and he was alone for some time in the bedroom of his parents he shed tears and made a partial confession, saying that he had heard a violent dispute between his parents and rushed into their bedroom, where he saw his father pointing a knife at his mother.

Thereupon, he said, he rushed at his father snatched the knife from his hand, and stabbed him many times till he fell down. He then rushed out of the room, while his mother probably committed suicide.

Doctors found no signs of insanity in the boy, who had been thoroughly spoiled by his parents.

OLD TAYLOR

AGED BY TIME



An astounding discovery was made about Henry Campbell, the New Jersey torch slayer, that he enjoyed playing with dolls, the small doll shown, left, being the type preferred by him. Another variety of doll toward which the killer showed marked partiality is shown here, below. (Inset is a reproduction of the last photo ever taken of Mrs. Mildred Mowry, the woman he bigamously married and afterward killed and burned. The picture above of Campbell, taken long before he reached his present physical state, to the extent that he may not live to pay the penalty of the law, was taken some time ago, showing the distinctive qualities of the mild, almost scholarly features which masked his murderous impulses.)

LOVE FOR DOLLS AND TEDDY BEARS

Victim of Fetish Which Caused Crime

New Jersey, June 18.

ONE of the most amazing discoveries about Henry Campbell, the New Jersey torch murderer, is the fact that he had a collection of dolls and Teddy Bears at home.

This naturally gives rise to the question: How can a man who treasures these tender playthings of children be cruel enough to kill a woman in cold blood?

Of course this psychological peculiarity of Campbell's is not the only one on record. He has often been noted in taverns of towns of some size, sitting alone and looking particularly noted in company

with the cultivated rich men and rulers of India.

A case in point is that of the Loch-Leopold affair in Chicago, where two young men cruelly slaughtered a young boy with a pathological motive. It was discovered during their trial that Dickie Loeb possessed a Teddy Bear, so that in spite of the fact that his cunning and cruelty were that of an adult, certain phases of his mentality were that of a child.

The answer of the puzzle of these complex natures is that they are over-dominant, and find pleasure in playing with these babies and teddy bears, inanimate objects, cannot resist them, whereas human beings do, and therefore they are subject to cruel punishment.

When we find a man such as Campbell, who was married three times, divorcing his normal impulses into abnormal or pathological channels, apparently loving grown women, yet playing with dolls and teddy bears, we realize we are in the

presence of a fixation that has out-run itself.

The home life of the torch slayer certainly seems to have been agreeable enough, either because his dominancy was not thwarted or else because it was flattered. He proved his cruelty, which is only a blind assertion of dominancy, when he killed the woman who had ceased to be of any use to him.

She was not in his mind either a woman or a doll. She was merely a thing, a tool that had served its purpose and was now in the way. The woman had submitted to his dominancy, he had lost desire to captivate her, and now she was an obstacle which must be removed.

Campbell was the slave of his own emotion, and the method he used of shooting Mrs. Mildred Mowry, whom he had bigamously married, then burning her revolting as it may be to the normal person, was quite in line with the callous cruelty of this type of person.

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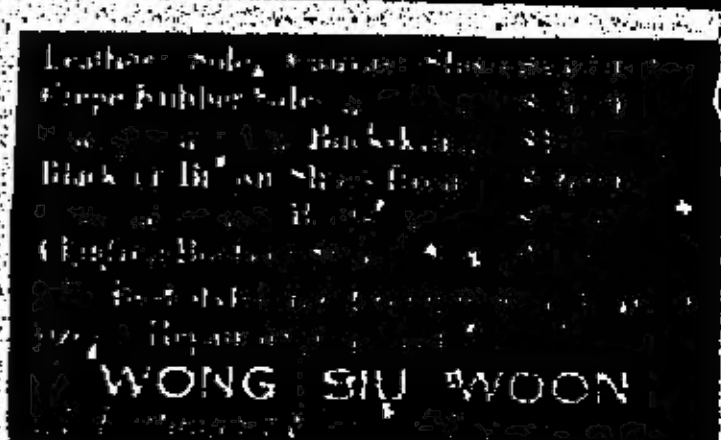
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THE MOTORISTS' PAGE

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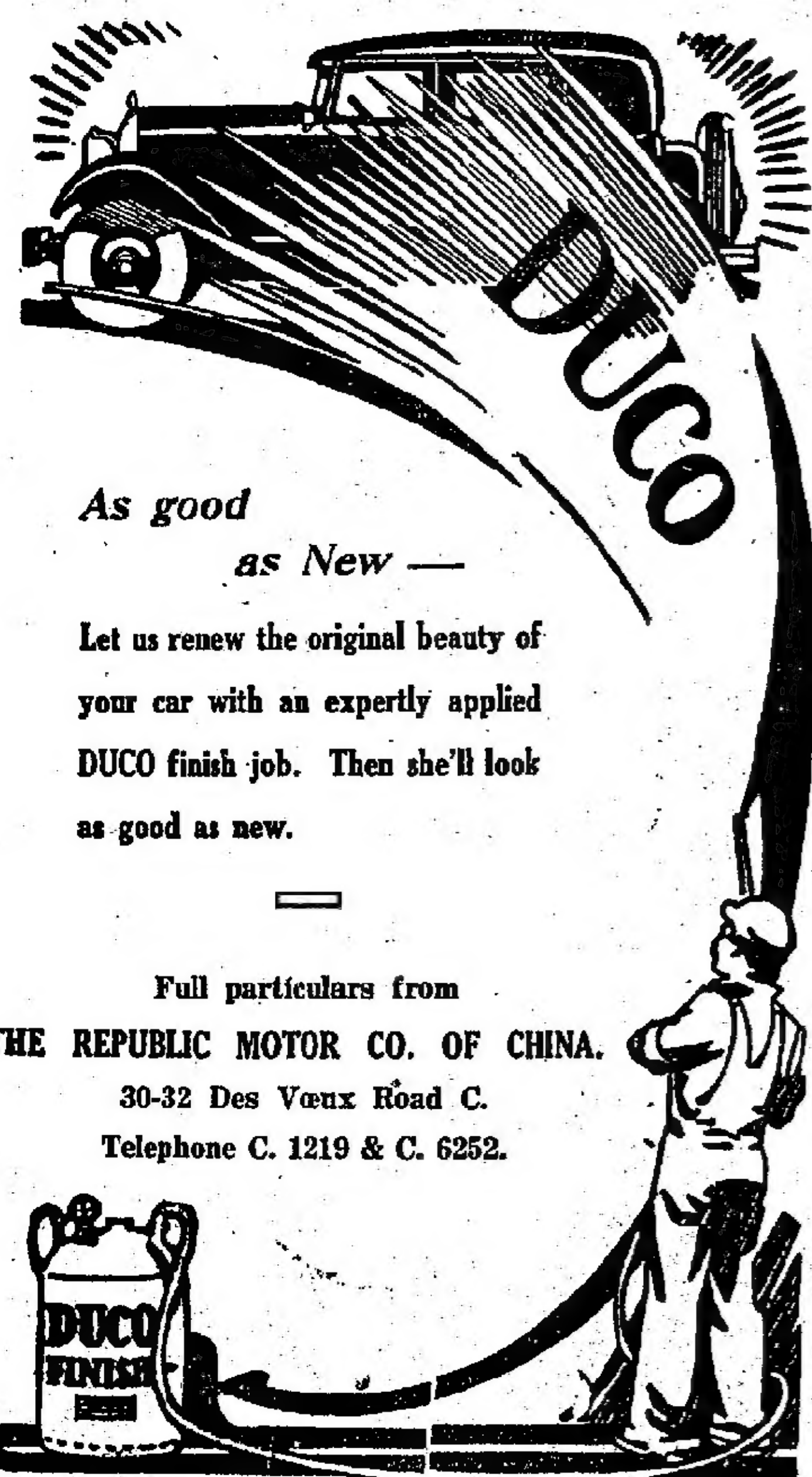
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COLOURED LIGHTS

HOW TRAFFIC IS CONTROLLED
IN BERLIN

HIGH SPEED TESTS

Sir Henry Segrave, who returned to London recently after his latest motor-boating triumph in Germany, investigated during his visit to Berlin the traffic conditions in that city.

In view of the fact that automatic traffic control is shortly to be introduced in London his article, published below, is interesting and instructive.

While London traffic authorities are talking of starting automatic traffic control in Oxford-street as a solution to traffic blocks, the system is now in full operation throughout Berlin.

Not only is traffic automatically regulated at hundreds of points, but a semi-automatic system of signalling, by which drivers of vehicles can show their intentions, is also compulsory and standardised.

Drivers of motor vehicles also have to undergo a driving test before they are given a licence. This is severe, and includes a test of knowledge in the mechanism of the vehicles.

When I last visited Berlin these innovations were in their experimental stage, writes Sir Henry Segrave in the "Daily Mail." They are now in full working order, and on my return to the city I was greatly interested in studying results.

Excellent Driving

My impression is that the traffic in Berlin, both from the point of view of drivers and walkers, is managed better than in any other city in the world. The standard of driving is also excellent.

It would, however, be unfair to compare Berlin traffic with London traffic, because Berlin is less crowded than London. But at the same time a system which has such excellent results appears to be worthy of examination.

The system of automatic traffic control struck me as being of special help to walkers.

The traffic control lights are suspended on standards in the middle of the street. Red means stop, green road clear, and yellow prepare to stop or proceed.

They are used at nearly every crossing and the intervals at which the various warning lights appear are regulated to suit conditions at individual crossings.

Walkers wait for the appearance of the red light. They know that traffic cannot move while this is shown and that they can cross in absolute safety.

Another advantage is the reduction in the number of police required. Except at very busy crossings the lights are alone considered sufficient. Traffic in fact does stop and proceed smoothly without the aid of a pointsman.

The standardisation of driving signals is another important feature of Berlin traffic. In London and other cities automatic signalling is spasmodically used. In some cases the signals are given at the back of the car, in others at the side.

In Berlin the warning signals appear only in one place, so that every driver knows where to look for them, and what is more, does look for them. To ignore the signals means heavy punishment.

They consist of metal hands, one each side of the windscreen. They are operated from the dashboard.

By means of a simple control the driver can raise either of these hands to indicate if he is making a right or left hand turn. There are no other signals. They have the merit of simplicity and they are infinitely more helpful than the meaningless hand-wagging by which so many drivers in England confuse each other.

The signals I observed were invariably given, and in plenty of time, and acted on invariably.

The question of driving examinations before a licence is granted is a very controversial matter. This

imposition in Germany has certainly resulted in a high standard of driving.

The test is thorough. The candidate has to pass a stiff examination in traffic regulations and the rule of the road. The car is provided by the Government department concerned.

High-Speed Tests

One part of the test is high-speed driving. An official sits by the candidate and insists on a burst of high speed, and watches to see if the driver can judge his distances when pulling up.

An elementary knowledge of the mechanism is also required. The official puts the car wrong and asks the driver to put it right. The result is that every beginner starts on the road with a reasonable knowledge of how to drive, road courtesy, and traffic rules.

To sum up, I really think that we have quite a lot to learn from Germany in this matter, and that it would be well worth the while of our traffic authorities to send a representative to Berlin.

But while traffic is managed well, the roads during wet weather are a nightmare. There is no anti-skid top dressing and they are just like ice. Germany might return the compliment by sending over to see our roads.

One interesting point I noted in connection with motoring offences. The police pay little regard to speed and drivers are rarely troubled unless they meet with an accident. But if a driver touches a walker or hits another vehicle there is a thorough investigation, and if he is to blame he is in for serious trouble.

SPECIALIST

A motor in a factory broke down. The operator, the foreman, and the plant engineer couldn't start it.

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SPEED CONTEST

REGULAR FACTORY
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ARGENTINIAN RESULT

That public interest continues to centre on the performance of regular factory production automobiles rather than special built racing cars was demonstrated in Argentina recently during the "Gran Premio Standard" 1929.

The race, which is one of the country's leading speed events and confined to strictly stock cars, attracted the largest attendance in its history.

The event was sponsored by the Circulo Automovilista Argentino, motor organisation, and was run over country roads from Florencia Varela, near Buenos Aires, to Mar del Plata and return. The distance for the round trip is 540 miles.

Leaving Florencia Varela at one-minute intervals in the morning, the 32 entrants started for Mar del Plata on the first stage of the race. On the following day the return trip was made, with only 18 cars completing the run. On arrival in Florencia Varela, the cars were turned over to the Automovil Club Argentino and thoroughly checked by a staff of 12 competent mechanics to determine if they were strictly stock models. As a result of this inspection, three cars were disqualified.

Major honours in the speed contest were won by a Studebaker President Eight Roadster, driven by Miguel Viggiano. Viggiano was declared "absolute" winner when he completed both stages of the race 40 minutes ahead of the field. The Studebaker, which completed the 540-mile run in 9 hours, 35 minutes and 49.2/5 seconds, also finished 1 hour and 40 minutes ahead of the nearest competitor in its class to win class honours.

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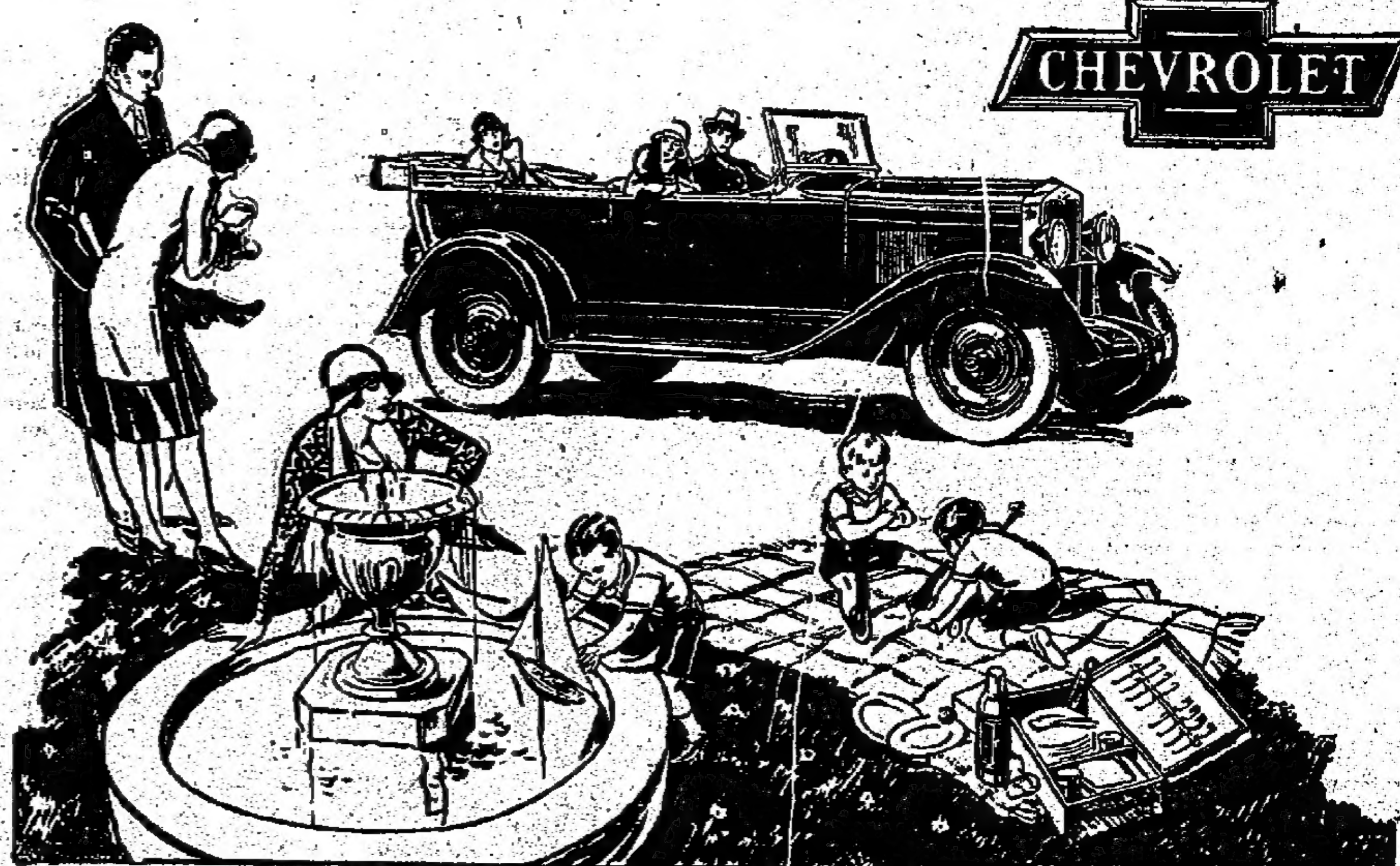
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records for Studebaker when it travelled 30,000 miles in 26,326 consecutive minutes.

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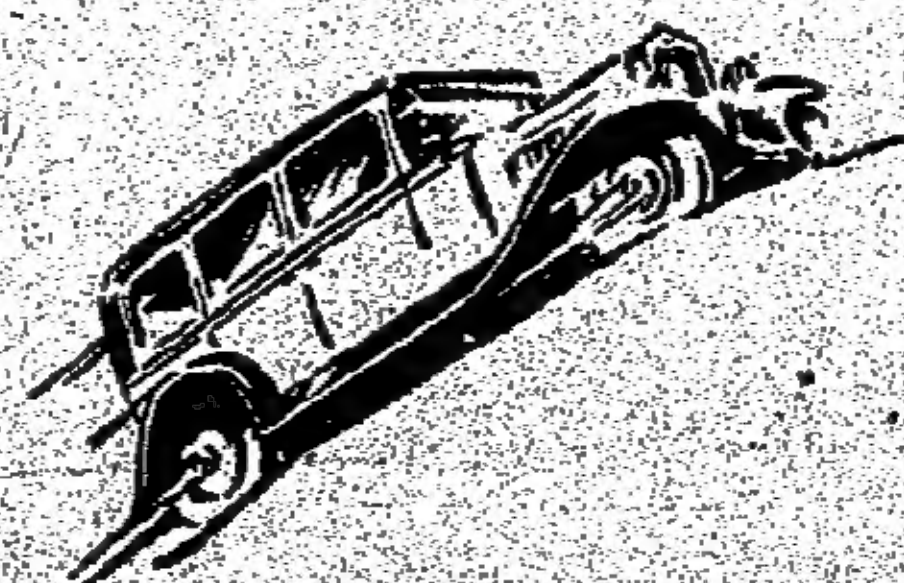
A few days ago, states "The Commercial Motor," we were inspecting some repair work and noted the marked difference in the condition of two engines of a

similar type and date of manufacture. One had been in service using an air filter; the other had been without this fitting. The absence of abrasive matter told its tale in no uncertain manner. Nature has provided every human being with an efficient air filter in the nose; why should not engine makers do likewise for machinery using more air?



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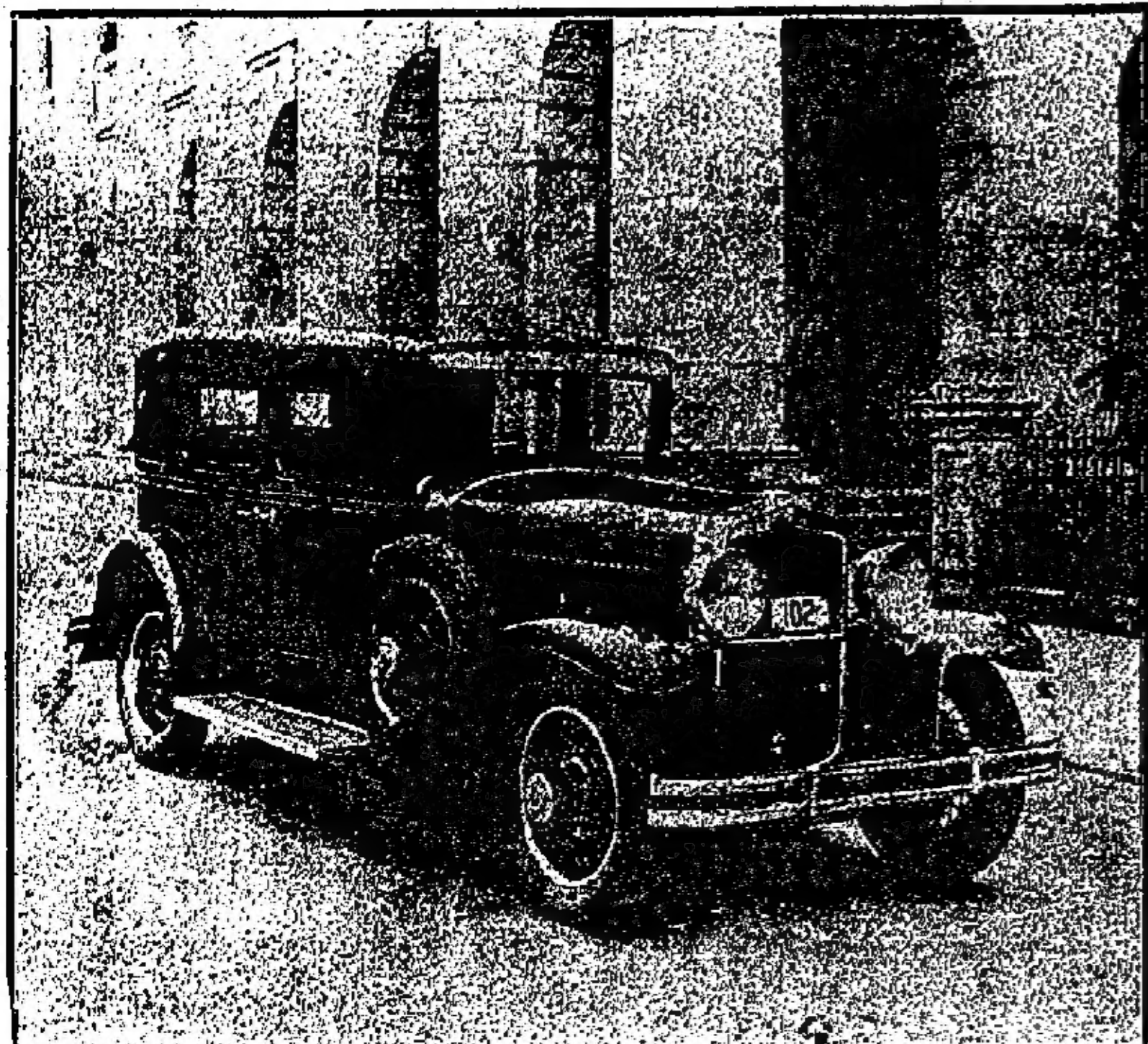


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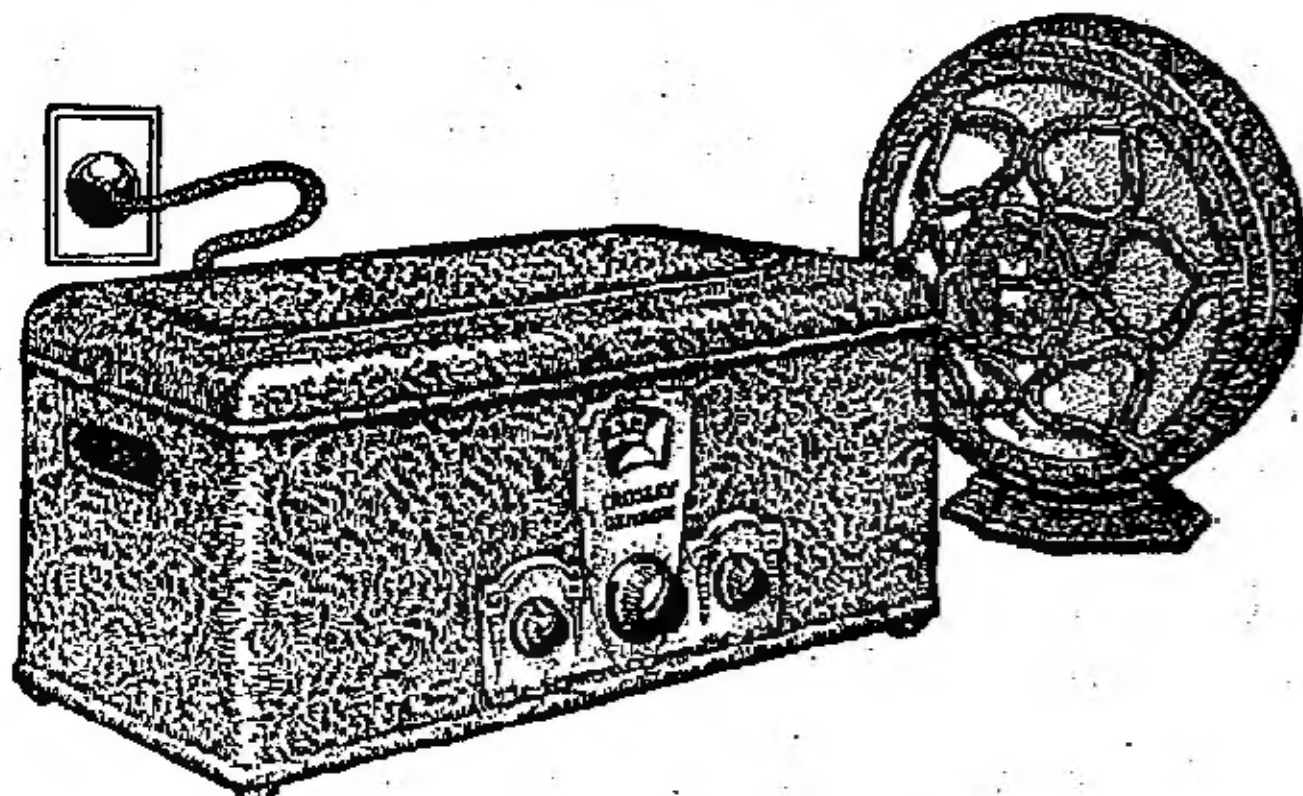
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LURE OF BALKANS THROUGH 13 COUNTRIES WITH A HUMBER

The average Briton's tendency to depreciate his successes or, at least, to keep silent on the subject has ever been a national characteristic, and in these days of self-advertisement is even more remarkable than before. It has its disadvantages, however, because it undoubtedly affects trade which receives stimulation from the often bombastic stories of more pushful competitors. When the Briton is inclined to minimise a successful achievement and, in fact, almost to apologise for it, the world in general is liable to place a similar value upon it.

The suitability of British motor cars for overseas is a case in point. Undoubtedly, a great deal of hostile propaganda inspired by interested parties has been circulated on this subject, but it must also be admitted that a certain amount has, as it were, gone by default by reason of this national obsession for keeping silence. Every day in all parts of the world British cars by their performance are giving the lie direct to talk about their unsuitability for local conditions.

A good example is afforded by the account of a tour in the Balkans by Mr. J. W. Fitzwilliam and his brother, both amateur motorists, with a Humber Fabric Saloon. Having heard something of Balkan roads it was obvious that hard wear and rough conditions would be encountered and that expert help would be quite unavailable in many places. The car selected had a fabric saloon body, and the makers fitted it out with spare parts of every sort and description. So successfully, however, did the car stand up to its work that at the end of the journey the packages were returned to the works at Coventry unopened.

After landing at Ostend the first part of the itinerary was through Belgium and Germany with no incidents worthy of note except perhaps for an amusing event at Bayreuth, where the landlord of the local hotel, being somewhat lacking in garage accommodation, housed the car in the hall, where it spent the night entirely blocking the passage between kitchen and dining-room.

Road Conditions, Vile
The road conditions in Czechoslovakia proved vile, although towards the Austrian frontier the width is considerable, only a small portion in the middle is metalled, the remainder being a quagmire in wet weather. However, Vienna was reached in safety, and the attractions of the fine city, good music, fine pictures and buildings were greatly appreciated. Then followed a run across the great Hungarian plain to Budapest, where a few more days were spent. Conditions there became more primitive, and the road to Belgrade after the Jugo-Slavian frontier had been reached was an endless succession of potholes and open culverts which, with geese, children and pigs made the passage through the villages a slow and hazardous undertaking.

Between Belgrade and Sofia real Balkan road conditions were met with. For mile after mile the car bounced, not in and out of potholes, but rather from ridge to ridge of exaggerated corrugations, so that a good clearance such as the Humber possessed was essential. Under such conditions driving became very tiring and, now and then, where a comparatively good stretch of road appeared, the driver was tempted to open out. The travellers came to the conclusion, however, that it was some trick of the Balkan road maker for, time after time, when they had accelerated to 30 or 40 m.p.h., a gaping chasm would appear, and they were faced by a broken or rotten bridge. After passing the Bulgarian frontier the road at times blended itself with the river bed and it meant moving boulders and wading through the stream before a way could be found.

Mr. Fitzwilliam and his brother were enthusiastic about the warm welcome they encountered in the Balkan cities. In their own phraseology: "What these Balkan cities lack in Macedonia and Thracian their inhabitants make up for in kindness and hospitality."

Wild and Picturesque
From Sofia the route led down through the wild and picturesque valley of the Struma into Macedonia. Just north of Salonika, the travellers were warned that they might be held up by brigands and, sure enough, two rather desperate looking characters did "hold up" the car, and were suitably removed. Later, in Salonika, however, it was learned that the two "brigands" were gendarmes actually trying to warn the Humber and its crew of the dangers ahead.

The glorious scenery of Albania and its picturesque inhabitants were thoroughly appreciated; in fact the travellers were so impressed with that little piece of medieval Europe that they were moved to wonder whether civilisation has not gone too far and what such modern amenities as trains and trams, paved streets and theatres bring which can be worth more than the simple outlook on life of those brave and courteous people.

The mountain scenery of Montenegro was most impressive, and provided a good test for the hill climbing capabilities of the Humber. After leaving Cetinje, a wonderful mountain road with twenty-four hairpin bends led towards Ragusa and the Dalmatian Coast. From Trieste the itinerary proceeded through Riva, Lake Garda to Milan and thence to the Swiss Alps, via the Simplon pass.

By the time France was reached thirteen countries had been traversed during the tour, and the Humber,

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USE OF CLUTCH PARTS TAKEN FOR GRANTED

Some of the parts of the car's mechanism are so taken for granted that many motorists fail to understand their importance or the engineering technique and investigation which have made them possible. Such, for instance, is the clutch. That this invention has made motoring a simple act is not usually realised. Of course, it is not necessary that drivers of cars should understand all the ins and outs of all the parts of the car. It is desirable, however, that motorists should have an appreciation of what factors tend to make touring a pleasure. The clutch is one of these. It is valuable also to have some knowledge of how such a mechanism as the clutch functions, for the more one understands about one's car the better, both for the extended use of the vehicle and for the happiness of the driver. The clutch is the instrument which enables the engine of the car to run and the car itself to stand still. As every one knows it would be very awkward to be compelled to stop the engine every time it was desired to stop the car. If traffic jams are an inconvenience under present circumstances, it can be imagined what chaos and confusion would be involved in a traffic tie-up where all the engines had to be stopped after each car had moved forward a few feet. Each car would have to be equipped with about half-a-dozen self-starters to stand the strain of such a situation.

Shifting of Gears
The car driver also finds it necessary at times to have the car develop a great amount of pulling power, while at other times when the going is easy speed is the most desirable factor. The clutch makes it possible for the driver to bring different gears into mesh so that the power of the engine may be converted into car speed or pulling power as needed. By bringing different gears into play the driver is enabled to multiply the pull of the engine when going up steep hills or when travelling through sand and mud, and to obtain very high speed when the road is level and hard and great pulling power is not required.

The clutch is a device that serves to connect and disconnect the engine from the transmission, and therefore from the rear wheels. It is operated by means of a foot pedal, which projects through the toe board. The clutch is released by pressing this pedal with the foot, and when so released the engine will continue to run, but will not deliver power to the wheels. If the gears are in a neutral position, however, power will not be applied to the car even when the clutch is engaged. The clutch must be released whenever the gear shifting lever is moved, and should be released usually, when the brake is applied.

The most popular type of clutch is composed of flat plates or discs. The number of discs employed varies with the design and size of the plates and the power of the engine. As the clutch is easily subjected to great abuse and excessive wear, it must be constructed so as to stand up under a wide margin of overwork. In the multiple disc types of clutch a number of plates are arranged so as to engage with the flywheel of the engine, and they therefore are rotated whenever the engine is in motion. Alternate plates placed between these are engaged with a drum that is fastened to the shaft of the gear-box.

With the clutch pedal in the released position, the plates are all forced apart by small springs, and they slide freely over each other. This permits the engine to run without driving the rear wheels. When it is desired to transmit the motion of the engine to the rear wheels the clutch is engaged. This is done by releasing the pressure of the foot from the clutch pedal, which permits a strong spring to force the plates into contact with each other. The friction generated by this pressure causes the plates revolving with the flywheel of the engine to pick up the plates attached to the gears, and all revolve together. In this way the rear wheels of the car are made to rotate with the engine at a ratio of speed depending upon which set of gears is engaged in the transmission, and in direct proportion to the speed of the engine.

Material Used in Plates
Most disc clutches have half the plates faced with a special friction material, the alternate plates being of smooth steel. They require no lubrication; in fact, the surfaces of the plate must not be kept free from oil. However, the clutch throw-out bearing, which comes into play when the clutch is held in the released position, must be kept well lubricated. Keeping the foot on the clutch pedal while driving, known as "riding the clutch," brings this bearing into action, causing unnecessary wear and only a slight pressure of the foot will be sufficient to cause the plates to slip, get hot, and wear out very quickly. However, when starting the car from a standstill the clutch should be allowed to slip slightly. To obtain smooth action when starting the car, it is necessary to allow the pedal to come back very slowly until the clutch begins to engage and the car actually starts to move.

Without any special preparation, had survived without the least trouble at the hands of two amateurs under conditions which are generally considered to rival any of the so-called "colonial" variety, over 4,500 miles of roads, good, bad and sometimes almost non-existent. In Budapest, by the way, it was learned that there was a Humber which had been running in that city for six hundred years, a fact which speaks well for the reliability of British cars in general and the Humber in particular.

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LICENSING

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Important as have been the advances made in that portion of our great motor-vehicle industry which is concerned with the transport of passengers by road, there are still many pettifoggery restrictions, which should have been abolished years ago—restrictions which cause an enormous amount of trouble and expense

both to our chassis builders and body-builders and hinder that smooth co-ordination of design and production which should be the aim of the efficient maker.

Recommendations issued to makers and licensing authorities by the Ministry of Transport are all very well, and they may have done something to help in the situation, but far too much latitude is permitted the individual local licensing inspector, who often imposes various petty restrictions and demands modifica-

tions, all of which constitute very considerable annoyance and difficulty to the vehicle producer and, often, to the user.

It would not be so serious, says "The Commercial Motor," if there were any considerable measure of co-operation between the various authorities concerned, but, at present, those responsible for the licensing of vehicles in one area may have ideas completely at variance with the authorities in another and possibly adjoining district.

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"IXION" 1st Aug. Victoria, Vancouver & Seattle
"TYNDAROS" 24th Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ADRASTUS" 4th Aug. New York, Boston & Baltimore
"PHENIX" 2nd Sept. New York, Boston & Baltimore

INWARD SERVICE.

"MERIONES" Due 31st July For Shanghai & Hankow
"EURYLOCHUS" Due 8th Aug. For Shanghai, Kobe & Yokohama
"MENELAUS" Due 16th Aug. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"PATROCLUS" 7th Aug. Singapore, Marseilles & London
"ANTENOR" 4th Sept. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to —

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POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong to-day:—Tjisaroa, Namsang, Antung, Kwelyang, Taling, Kungchow, Kalgan, Kwaisang, Nassa, Suwa Maru, Sirdhana, Canton, Taining, Modjokerto, Benvenue, Aki Maru.

INWARD MAJLS.

From	THURSDAY, JULY 25.	Per
Shanghai & Amoy	Chengchow
Japan, Shanghai & Europe via Siberia (London, 4th July)	Suwa Maru
Amoy	Sirdhana
Shanghai and Swatow	Sunning
U.S.A. (San Francisco, 23th June), Honolulu, Japan and Shanghai	President Monroe
Manila	Empress of France
Europe via Negapatnam (Papers only, London, 27th June)	Agra
Manila	President Jefferson
U.S.A. (San Francisco July 5) Honolulu, Japan & Shanghai	President Grant

OUTWARD MAJLS.

For	THURSDAY, JULY 25.	Per
Manila	Montank 3.30 p.m.
Sam Shui and Wuchow	Kongso 4 p.m.
Amoy	Tjibadak 5 p.m.
Shanghai	Leverkusen 6 p.m.
Registration	July 25, 5 p.m.
Letters
FRIDAY, JULY 26.		
Hohow, Pakhoi and Haiphong	Tean 9.30 a.m.
Amoy	Tjitaroen 12.30 p.m.
Swatow, Amoy and Poochow	Hai Ching 1 p.m.
Shanghai	Antenor 2.30 p.m.
Dalry	Liangchow 3.30 p.m.
Manila and Parcels only for Germany via Hamburg	Rheinland 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Suwa Maru (Due Marseilles, 26th Aug.)
Registration	July 26, 4.30 p.m.
Letters
SATURDAY, JULY 27.		
Java via Batavia	Tjisaroa 2.30 p.m.
Amoy	Antung 5 p.m.
Manila	President Monroe 5 p.m.
SUNDAY, JULY 28.		
Shanghai	Agapenor 9 a.m.
Bangkok via Swatow	Kiangsu 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru 9 a.m.
MONDAY, JULY 29.		
Shanghai	Mishima Maru 8.30 a.m.
Amoy	Changchow 2.30 p.m.
Japan, Honolulu, U.S.A., Canada, C. & S. America & Europe via San Francisco	President Jefferson (Due San Francisco August 21)
Registration	July 29, 3 p.m.
Letters

*Superscribed correspondence only.

CONFLAGRATION IN NORTH BERLIN

EXPLOSIONS

HUNDREDS OF EMPLOYEES RUSH FOR SAFETY

PANIC IN DISTRICT

Berlin, Yesterday.
Many steel containers, filled with oxygen, exploded at noon in north Berlin, setting fire to a block of workshops.
One hundred of the employees rushed out to safety.
The flames spread very rapidly and further terrific explosions shook the district. Parts of the workshops were blown into the air and several workmen were injured by the flying fragments.
The inhabitants in the neighbouring houses were in panic and rushed into the streets.
The fire is threatening a huge gas works and chemical laboratory, where there is a large stock of explosive material.

Controlled

Later.
The fire is now under control and the danger to the gas works, etcetera, averted.
Four persons were seriously injured.—Reuter.

LORD LLOYD

RESIGNS HIGH COMMISSIONERSHIP OF EGYPT

OFFICIAL STATEMENT

London, Yesterday.
Mr. A. Henderson (Secretary for Foreign Affairs) announced in the House of Commons to-day that Lord Lloyd, High Commissioner of Egypt, had resigned.
Mr. Henderson said he had an interview yesterday with Lord Lloyd, during which he handed him his resignation, which the Government had accepted.
Mr. Henderson, asked if the resignation arose in any way from the policy to be taken by Government, replied: "Yes. First of all I ought to say the resignation was handed to me in a friendly exchange of letters. But if I have to state reasons I must refer to the intimation to Lord Lloyd, before he left Egypt, which was based on my reading of the attitude he had taken towards the policy of the late Government."
Mr. Henderson added that the telegram which he sent to Lord Lloyd was of such a character that he thought most people would have accepted it as an invitation to terminate his position. He would make a statement on the matter on Friday.—British Wireless Service.
[Lord Lloyd has been High Commissioner for Egypt and Sudan since 1925. He was previously Governor of Bombay.]

HERR MUELLER

RECOVERING FROM HIS RECENT OPERATION

Berlin, Yesterday.
Chancellor Mueller, though making satisfactory progress, is not yet out of danger.—Reuter.

Four Danish submarines visited Portsmouth last month.

WEDDING TO-DAY

CEREMONY IN ST. JOSEPH'S CHURCH

BARKER-WATTS

At the St. Joseph's Church, Garden-road, this morning, Miss Mary Watts, of No. 1 Queen's Gardens, was married to Mr. Paul England Barker, of Messrs. Gibb, Livingston & Co.

There was a large attendance of friends of both parties present, including many pupils of the Central British School, Kowloon, where Miss Watts has been teacher.

The ceremony was performed by the Rev. Father George Byrne, S.J., assisted at the organ by Father O. Rignati.

The bride, who was attired in a white silk costume with a lace veil and cap, and carried a lovely bouquet of white roses, was conveyed to the altar by Mr. E. S. Groome (of Messrs. Gibb Livingston & Co.), while Mr. P. E. Bartlett performed the duties of best man.

Temperature, 10 a.m., to-day 79
Temperature, 4 p.m., yesterday 78
Humidity, 10 a.m., to-day 91
Humidity, 4 p.m., yesterday 86

MATSHED MANIA

TRESPASSERS ON CROWN LAND

For trespassing on Crown land by constructing a matshed at Wong-ni-chong, four Chinese, two of whom were women, appeared before Mr. E. W. Hamilton at the Central Magistracy this morning.

Three of the accused were fined \$10 or 14 days' jail, but the third accused who, it was said, had been convicted before for a similar offence, was fined \$25 with the alternative of one month's imprisonment.

The trouble, said the prosecuting officer, was that they were continually re-building matsheds that had been demolished. The shed which accused had only recently constructed had been erected in a position different to that which it had formerly occupied.

OPIUM SEIZURE

MR. AND MRS. KAO YING NOW INDICTED

San Francisco, Yesterday.
The Federal Grand Jury has indicted Mr. Kao Ying (Chinese Vice-Consul) and Mrs. Kao Ying on four counts in connection with the seizure of a huge consignment of opium, found in the lady's luggage on arrival from China recently.—Reuter's American Service.

Prof. G. I. Taylor, F.R.S., of Trinity College, Cambridge, who was a delegate from the Royal Society to the Pacific Science Congress, is attempting, in company with his wife, to cross Borneo. They have gone up the Kapoas river and intend to tramp across through the jungle.

TO-DAY & TO-MORROW
Daily at
2.30, 5.20,
7.15 and
9.15 p.m.



THE LOVES OF PHAROAH

The most spectacular love drama ever filmed!

AT THE MAJESTIC

Nathan Road Kowloon

U. S. NAVY AND ARMY

RETRENCHMENT

WASHINGTON SCEPTICAL AS TO PRES. HOOVER'S HOPES

INCREASE IN COST

Washington, Yesterday.
Mr. Good, Secretary for War, announced that an effort was being made to expedite the work of Pres. Hoover's Military Commission.

One of the principal objects of the Commission would be to determine whether the post war developments in Air Service and mechanization have displaced in usefulness and importance other branches of the service.

Washington is inclined to be sceptical at Pres. Hoover's ability to reduce Army and Navy expenditure unless the forthcoming Naval Disarmament Conference results in an actual reduction of the American Navy although it means a naval agreement covering cruisers and by adopting a firmer attitude towards an increase in the costs of the military establishment.

The President may check the steady increase in cost of the Army and Navy, which at present is mounting by \$10,000,000 a year.—Reuter's American Service.

STILL FLYING

THE "ST. LOUIS ROBIN'S" ENDURANCE FEAT

THE INDUCEMENT

St. Louis, Missouri, Yesterday.

The "St. Louis Robin" is still flying. She has now been in the air 11 days and 10 hours and the engine is working well.

The sponsors of the flight promised the pilots \$100 each for every hour they remain in the air over the previous record.—Reuter's American Service.

KELLOGG PACT

IMPRESSIVE CEREMONY OF THE WHITE HOUSE

Washington, Yesterday.
With impressive ceremony at the White House, Pres. Hoover proclaimed the Kellogg Pact effective.

The ceremony was attended by ex-President Coolidge, Mr. F. B. Kellogg, the Ambassadors of Great Britain, France, Japan and the heads of the diplomatic missions of the Signatory States, except Russia and Afghanistan.

President Hoover, in a brief address, congratulated the Governments in the consummation of an act so auspicious for the future happiness of mankind.—Reuter's American Service.

PARLIAMENT

THE SUMMER RECESS

London, Yesterday.
The Prime Minister (Mr. J. Ramsay MacDonald) announced in the House of Commons that the House would adjourn for the Summer Recess next Friday and re-assemble on October 29.—British Wireless Service.

REPARATIONS

VENUE UNDECIDED STILL

London, Yesterday.
The meeting place of the Reparations Conference has not yet been decided.

Since London was originally proposed as the venue, Lucerne, Brussels, Ostend and The Hague have been suggested but each has been rejected by one or the other of the interested Governments.—Reuter.

TIRED OF LIFE

Two cases of attempted suicide were reported to the Police yesterday.

While the Yaumati Ferry launch "Man Chung" was steaming through the Yaumati Typhoon Shelter, a Chinese woman jumped overboard. She was rescued by Leung Kun, coxswain of the motor-boat "Kwong Tung Yee," and taken to the Kwong Wah Hospital.
A return immigrant from Singapore named Hai Yuk (19), who had been staying at No. 12 St. Francis-street, in a fit of mad despair, threw himself from the first floor of the house into the street below. He was removed to the Government Civil Hospital.

Councillor E. Gladwell (Mayor of Richmond) has been elected chairman of the Richmond Royal Hospital.

IVAN MOSJUKINE

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THRILLS—ROMANCE—DRAMA
ACTION—SUSPENSE!

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AT THE QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A RAPID FIRE ROMANCE OF THE UNDERWORLD!



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with JOHNNY MACK BROWN, DOROTHY DWAN
AT THE WORLD TO-DAY TO SATURDAY
At 2.30, 5.15, 7.15 & 9.20.

ROMANCE AND REVELRY!

A lively story of love and the prize ring told with startling flashes of humour against a colourful Continental background!

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With XENIA DESNI
The famous German screen star

AT THE STAR TO-DAY & TO-MORROW AT 5.30 & 9.20.
SATURDAY AT 2.30, 5.30 & 9.20.

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